MOTOR RACING

FEB. 20-27
1959

And Economy Car News

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CHEAP
(Published Bi-Weekly except last issue of calendar year)

Tour Interest SOARS

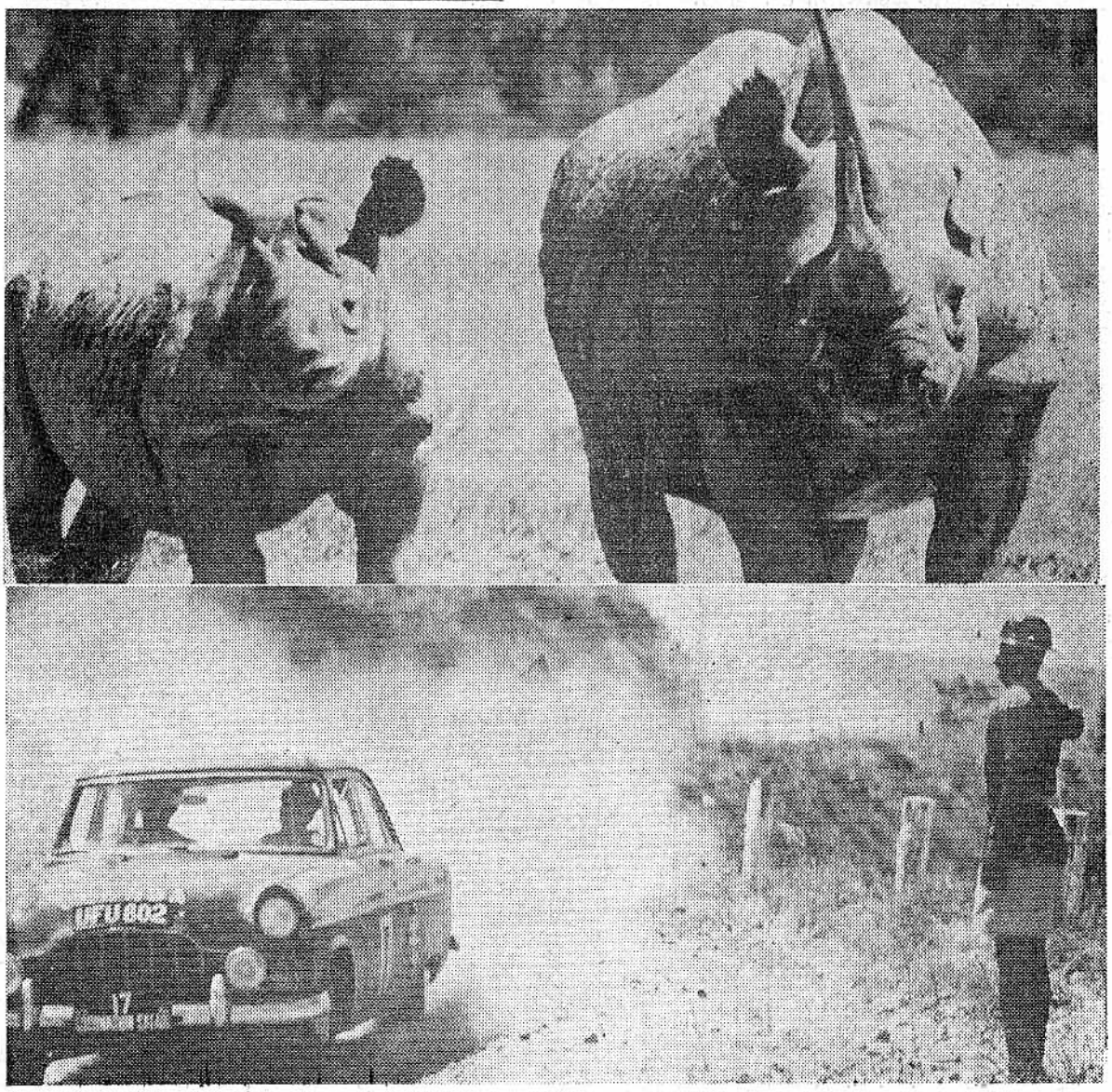
Interest is mounting in MOTORACING's 24-day tour to Europe this summer in conjunction with Dusty Mahon of Westwood Travel Service.

Tentative dates have been changed to July 14 — Aug. 6. Reason was that the big response to the opening announcement in last issue of MOTORACING asked for inclusion of more than the German Grand Prix, Aug. 2.

Now another classic is included — the Grand Prix of Great Britain, July 18 at Aintree.

And there's more good news — we hope to announce soon that a major British car manufacturer will sponsor the tour . . . 10 countries wil be visited . . . all the leading auto factories . . . save $$$$ by buying a car abroad . . . or take in all the sights by driving a rented car.

See back cover ad. Write TODAY for details to MOTORACING, P.O. Box 1127, Culver City, Calif.



1958 SCENE — Here is section of a road in Kenya, East Africa, where the 7th Coronation Safari will be held March 27-30. The African Ascari is there as a warning of a precipice! The $6104 rally covers about 3200 miles and on FIA calendar. Two rhinos are sort of "natural hazards" likely to be encountered by Safari drivers. Photo was taken by a co-driver in last year's Coronation Safari. See Page 1 story on possible lone US entry — flying the banner of MOTORACING. (Photos by Charles Trotter, Nairobi, Kenya)

2 MARQUES SEEK RICARDO RODRIGUEZ FOR SEBRING

Vignettes

- The FIA Sanction
- More Exceptions
- Holmes Challenges

By Gus V. Vignolle

THERE HAS BEEN some eyebrow-lifting and questions asked regarding the FIA sanction for the international races slated for Pomona March 7-8. There should not be. Let's start at the beginning.

Federation International de l'Automobile (FIA) is the governing body on automotive events throughout the world. A representative group or club in each country is allied with FIA, and it secures sanctions, approvals, etc. from the parent body in Paris.

Although you may have read locally that USAC is the FIA rep-in this country, such is not the case. The sole American representive in sporting matters of FIA is the Automobile Competition Committee for the U.S.

The chairman of this committee is **Charles Moran, Jr.**, of New York City. Since there were a lot of charges being made on the FIA sanction for the impending race, I contacted Mr. Moran. This is what he had to say:

Riverside Had It

"As you will recall, an FIA listing for a full international event for sports cars was given to Riverside Raceway for the 7th and 8th of March of this year.

"Inasmuch as Riverside Raceway did not feel it desirable to run the event on these particular dates this year, the United States Auto Club (that's USAC) applied to have the event transferred to Pomona, Calif., the event to be promoted by **J. C. Agajanian.**"

I asked Mr. Moran about the rule having something to do with an official FIA check of the course before granting of a sanction, and this is what he had to say to that:

"While it is true that the course has not been used for an internationally listed event, we are informed that the course has been used successfully by the California Sports Car Club. We are

(Continued on Page 3, Cols. 1-2)

I. W. (Steve) Stephenson

Stephenson Enters Rally In Africa

(See Cover Photos)

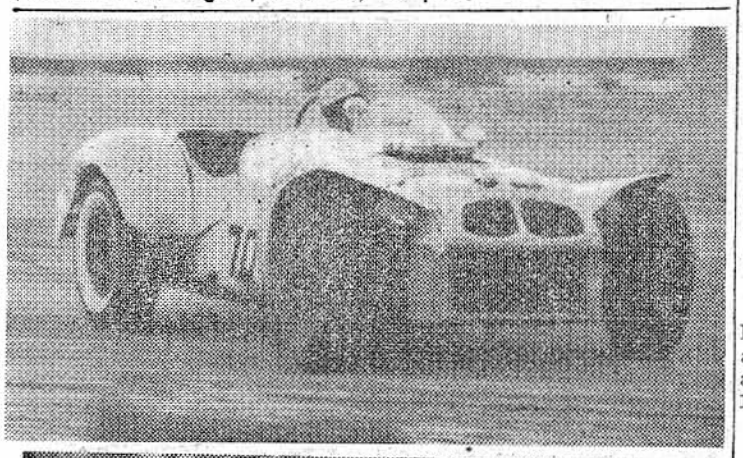
NAIROBI, Kenya, East Africa, Feb. 18—First entry from an American in the 7-year history of the Coronation Safari, an adventurous 3000-mile rally, March 27-30, has been received from I. W. (Steve) Stephenson, formerly of Pebble Beach, Calif., and now of Tulsa, Okla.

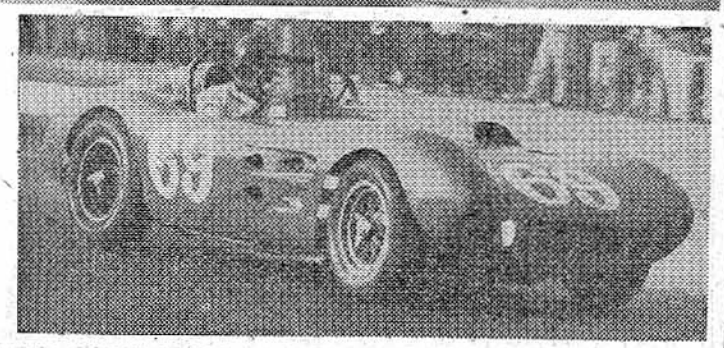
He will be flying the colors of MOTORACING, well-known U.S. sports car and rallying publication, and either an East African or Los Angeles Chevrolet agency.

Stephenson said he will drive a Chevy and is now negotiating for the car either to be supplied by General Motors here or to have one shipped to Nairobi. He is now seeking a self-supporting co-driver. A crew will be provided here in Africa.

The event, carrying a $6104 prize fund, is restricted to normal series production touring cars. There are 3 classes based on cost of the cars. First 6 overseas drivers will be taken on a 10-day big game safari.

The course encircles 3 of East Africa's best-known mountains—Kenya, Elgon and Kilimanjaro. Weather ranges from bitter cold to tropical heat, with altitudes from sea level to 9000ft. Wild animals prove a constant hazard in this event, which has been dominated by Volkswagens in the past.





TWO POPULAR entries in $15,000 Pomona Grand Prix, March 7 - 8, are (top) Max Balchowsky, who shares driving with Eric Hauser in Buick Spl., and Dan Gurney, who tools Frank Arciero's 4.9 Ferrari. (MOTORACING Photos)

Porsche and OSCA Show Keen Interest

SEBRING, Fla. Feb. 18 — While Sebring race officials ponder the problems of allowing a pair of under-21 Mexican brothers to drive, 2 European auto manufacturers are competing for the services of the younger of the 2, Ricardo Rodriguez.

Edgar Fronteras, U.S. representative of the OSCA firm, wants Ricardo to co-drive one of his 3 OSCA sports cars with Miss Denise McCluggage, the fast-running race driver-sportswriter of the New York Herald-Tribune.

Porsche Seeks Boy

Baron Von Hanstein is trying to sign Ricardo to drive a Porsche with Wolfgang Seidel of Dusseldorf, Germany. Sebring's press agent said, "Whether the OSCA team can lure the teen-age race driving star away from Porsche, with whom he has raced in Europe, remains to be seen." Young Ricardo did NOT race for Porsche in Europe.

Ricardo turned 17 Feb. 14. Pedro, 18, hopes to team with Paul O'Shea in the 3-liter Ferrari Testa Rossa which the Mexican boy drove in Europe last year and to 2nd place at Nassau last Dec. There is no asurance that insurance problems will be hurdled and the boys permitted to race at Sebring.

The 12-hour world championship sports car race will be held, from 10 a. m. to 10 p. m., Saturday, March 21, at the Sebring international race course.

Race Director Alec Ulmann has arived at the central Florida resort center, opened race headquarters at the City Pier, mail address P. O. Box 719.

Seats Atop Pits

Press headquarters have been opened on the 2nd floor mezzanine of the Sebring Hotel, mail address P. O. Box 720, and phone number Evergreen 5-6241.

Paddock pit box seats, built in three tiers high atop the pits, provide view of the spectaular Le-Mans start, the action on the straightaway, backstretch and nearby turns, plus the pit stop action.

In the News

500s & BIKES AT WILOW

The American Federation of Motorcyclists and the 500s Club of America are holding a combined race meet at Willow Springs Feb. 22. Practice begins at 8 a. m., with 2 heat races and a main event for the F-III bombas. Willow Springs is located 5 mi. west of Rosamond, off Highway 6, and north of Lancaster and Palmdale.

FLOCKHART VICTOR

CHRISTCHURCH, New Zealand—Ron Flockhart, of Scotland, averaged 86 mph as he drove a British BRM to victory in the 150-mile Wigram trophy race.

(Continued on Page 10, Col. 3)

On the Inside

SEBRING GP DEC. 12

Postponed from March 22, the day after the 12-hour enduro, the Sebring U.S. Grand Prix for F1 cars now been scheduled for Saturday, Dec. 12, at the Florida town. The enduro comes off March 21.

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Vol. 4—No. 9—Culver City, Calif. Feb. 20-27, 1959
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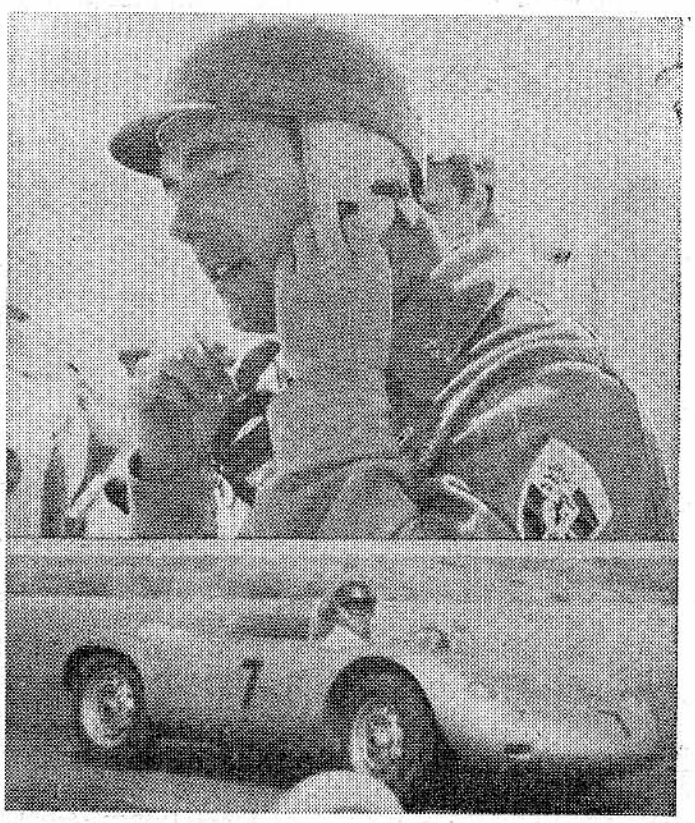
FERRARI FOR FRENCH ACE

Behra Races In Pomona Feature



JEAN BEHRA, France's No. 1 road race driver, has cabled he will drive in the International Grand Prix at Pomona March 7 - 8. He will drive a Ferrari. Bottom photo shows him driving Porsche RSK to 4th overall and 1st in under-2000cc for modifieds at Riverside last October. (MOTORACING Photos)

French Champion, Jean Behra, one of the world's top sports car drivers, has cabled he will drive in the $15,000 International Grand Prix sports car road race at the LA County Fairgrounds in Pomona, March 7-8.

He will drive a Ferrari in the 150-mile championship, having recently signed to drive for the Italian factory team in world competition during 1959.

Behra was 4th overall and 1st in the modified under 2000cc. main event at the U.S. Grand Prix at Riverside last fall. He was then the official Porsche factory driver.

He and former world champion Juan Manuel Fangio teamed to win the Sebring 12-hour endurance run in 1957. He also holds a win in the Grand Prix of Sweden.

The FIA-Sanctioned race is sponsored by the Los Angeles Examiner, the California Sports Car Club and J. C. Agajanian. Other top entries are listed elsewhere in this issue.

POMONA RACE ENTRIES

Expected to compete in the Pomona Fairgrounds sports car road races on March 7-8 for a $15,000 purse are the following (officials said the field for the 150-mile race would be limited to 36):

Driver	Country	Car
Jean Behra	Paris, France	Ferrari
Roy Salvadori	London, England	Aston Martin
Dan Gurney	Riverside, Calif.	4.9 Ferrari
Tony Bettenhausen	Tinley Park, Ill.	4.4 Ferrari
Jim Rathmann	Miami, Fla.	4.9 Ferrari
Richie Ginther	Santa Monica, Calif.	4.1 Ferrari
Ron Flockhart	London, England	D. Jaguar
Bill Krause	Compton, Calif.	4.5 Maserati
Ken Miles	Hollywood, Calif.	Porsche RS
Sam Weiss	Sacramento, Calif.	Porsche RSK
Jack Nethercutt	Los Angeles, Calif.	2.0 Ferrari TR
Maurice Trintignant	Paris, France	Cooper
Max Balchowsky	Hollywood, Calif.	Buick Spl.
Eric Hauser	Hollywood, Calif.	Buick Spl.
Bill Love	El Monte, Calif.	Corvette-Ferrari
Ed Rose	Houston, Texas	Maserati
Ak Miller	Whittier, Calif.	Olds Spl.
Mickey Thompson	El Monte, Calif.	Cad-Kurtis
Pete Lovely	Seattle, Wash.	Lotus 15
Ralph Ormsbee	Seattle, Wash.	Chevy-HWM
Dr. Frank Becker	Seattle, Wash.	Ferrari TR
George Keck	Seattle, Wash.	Porsche RS
Tom Meehan	Seattle, Wash.	Porsche-Cooper
Wayne Weiler	Phoenix, Ariz.	Chevy-Lister Spl.

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

IN ALL of these pro-amate arguments one tends to forg that there are a great many o our top drivers who would g broke if they had to give up the amateur status.

Roaring Wheels

All of you slug-abeds and lotus eaters who lay in your hot lit tle pads until nearly race tim Sunday, at Pomona, missed a truly inspiring sight during th early part of the production ca practice session. A tall, bronzed giant, handsome as a Greek god and bearded like Zeus, strolled casually to the starting grid, a highly - tuned racing Berkeley tucked under his muscular arm.

Fitting the Berkeley carefully to his suspender buttons, he waited for the starting flag, nonchalantly revving his engine to 11 thou. to keep the plugs clean and the connecting rods limber.

With the experience gained from many long minutes behind the wheel of a high-powered Go-Kart, he cunningly turned the steering wheel slightly as he approached turn 1, so that the front wheels would direct the Berkeley smoothly through the turn itself. This masterful maneuver so unnerved several drivers that they only blasted past with a speed differential of 78-mph.

Harrowing Maneuver

Roaring into turn 3 in a deceptive straight-ahead drift, this cool, self-contained driver prepared for the critical moment when he would send the powerful Berkeley into what is known in driving circles as a "left turn," a harrowing maneuver at best. Finding a gaggle of Corvettes bearing down from behind, his rapier-sharp mind instantly considered the advisability of heading straight up the escape road and back to Los Angeles.

But, being the True Champion that he is, this bearded lead-foot (foot, we insist) quickly decided against this sensible plan of action and contemplated the riskier plan of turning right onto the grass verge and claiming fouled plugs. Then, suddenly, his powerful hands flashed in movements so rapid that none but a 3-toed tree sloth could have seen them and he sent the car screaming through the dangerous turn, mere feet from the hay bales.

Moment of Glory

Ah, the heart-warming applause of the 3 small boys lining the snow fence. The pit crew aping up and down in joy each me he roared past the pits, the ighty engine spewing great outs of smoke and flame. Even he usually stern-faced officials milingly waved him on with heir furled black flags, indicating that he should attempt even aster and more daring laps. In he final moments of glory, other drivers pulled their cars off to he side of the course, hiding heir eyes in shame at the quite obvious fact that they did not possess such utter mastery behind the wheel of a powerful racing machine.

NEW CAILF. IMPORTED PASSENGER CAR REGISTRATIONS
January thru October 1958

		State	North	South
1	Volkswagen	12488	6123	6365
2	Renault	7686	2518	5168
3	Fiat	4894	1925	2969
4	Volvo	4438	1395	3043
5	Triumph	3294	1140	2154
6	M. G.	3270	1163	2107
7	Hillman	3188	1159	2029
8	English Fords	3020	1560	1460
9	Opel	2799	978	1821
10	Simca	2787	1533	1254
11	Borgward	1778	775	1003
12	Morris	1345	555	790
13	Vauxhall	1273	529	744
14	Austin-Healey	1154	440	714
15	Peugeot	731	269	462
16	Jaguar	720	271	449
17	B. M. W.	703	293	410
18	Porsche	646	256	390
19	Mercedes Benz	620	240	380
20	D. K. W.	585	166	419
21	Goliath	411	227	184
22	Alfa-Romeo	383	176	207
23	Sunbeam	282	128	154
24	Taunus	254	110	144
25	Austin	227	88	139
26	Citroen	194	29	165
27	Lloyd	172	73	99
28	Toyopet	142	65	77
29	Berkeley	110	42	68
30	Gogomobile	63	22	41
31	Panhard Levassor	44	13	31
32	Morgan	36	21	15
33	Rolls Royce	30	14	16
34	Rover	29	18	11
35	Riley	24	24	—
36	Datsun	18	3	15
37	Lancia	18	8	10

(Courtesy of Motor Registration News of Calif., Oakland 6, Calif.)

MOTORACING
And Economy Car News

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Letters to the Editor:

Blast At East Ires Reader

WILSON HURTS CIRCULATION

Your sample copies arrived here about 2 days before our monthly sport car club meeting which was attended by 108 members, most of whom would probably have subscribed to your publication, since they subscribe to anything that has to do with sport cars or racing. However, after reading the column by this Tom Wilson person they decided they wanted no part of a publication like that.

According to this character, there is nothing good about sport car clubs, race drivers or racing east of the West Coast. He mentions among other things that "any hay shaker can race on a 3.5 mile airport course." I have in mind 2 National events run at Chanute and Lockbourne as far back as 1954 which are still regarded as probably the biggest and fastest sport car races ever held in the country, and in which you will no doubt remember the large machinery was officially timed at well over 160mph on the main straights and in which 76 cars from "F" on up started in the modified events. Sure any hay shaker can drive in these events, — having driven in both of them I can assure you this character would have died of fright if he had even watched the race. None of us ever having heard of him, we have decided from his opinions that his racing experience up to now probably consists of watching Saturday night stock car races on some home-made quarter-mile track.

He goes on to say "who has ever been to Westport" — it so happens that far and away the finest sportsmen anywhere in the world not only have been to Westport but they also live around there. I say this and I'm from Indiana. I don't think it requires too much imagination to realize, and he probably does, that this apple-knocker, and you will admit that he both looks and sounds like one, would in the past and in the future have the same chance of getting in one of the eastern regions that he would have of beng elected Queen of England.

Since you have what looks like it could be an interesting publication, it is too bad you have had the misfortune to present a column such as this. I'm certain he lost you at least 50 to 75 subscribtions in this region alone.

I'm sending this dollar because I bet 25 dollars that his column doesn't last beyond the next issue or that, failing this, your paper doesn't last 6 months.

Here's hoping you get rid of this millstone around the neck of your publication, —

A. G. Essex
Mishawaka, Indiana

MANNEY QUITE ALIVE

Lately it has become the fashion to snipe at your long-suffering Continental rep. Manney. One fellow claims that he is not really alive at all and the race reports are all done in Gus's library. Mr. Manney may not always feel alive but I am sure that his wife, 3 kids and Swiss landlord are sure he exists in the vicinity. Another type complains that his articles are neither long enough nor correct; as far as length is concerned, Gus Vignolle, Prop. has already threatened to can him several times because he wrote far too much. And incorrect? In what way? I suppose mistakes or misprints always get made, but if he thinks the English magazines are always right he has another look coming.

I recommend him to Jenkinson's famous table in Motor Sport that tallied the different reports on a GP race recently. But then Jenks and Motor Sport get the real dope if anybody does by dint of actually living with the drivers and mechanics; even so, he has been known to be "incorrect." But perhaps the mistake was that the complainer and his Giulietta did not get reported in MOTORACING (advt)?

I sign myself, alive, uncomplainingly, cheerfully, and

Not Surprisingly
H. Manney
Lausanne, Switzerland

PLEASE KEEP 'EM SHORT

MOTORACING welcomes communications from readers. The briefer they are, the better is their prospect of publication. All are subject to condensation. We assume no responsibility for statements in letters.

BACK COPPIES

Here is your last chance to secure back copies of MOTORACING. While they last, complete sets of the 1st 3 volumes, or years, are available at $4.50 each, postpaid. All 3 volumes go for $12.50 postpaid. Send your remittance to Circulation Dept., P.O. Box 1127, Culver City, Calif.

NO FIGURES

Several letters have been received asking for the gate count at the Times-Mirror charity race last Oct. Please do not send any more letters to MOTORACING. Times policy on charity events is "NOT to publish any official figures on gains or losses." Crowd figure remains "in excess of 70,000." —Editor.

'WE WANT THE BOYS'

I have wired Race Director Alec Ulmann, stating I am among the many hoping they will permit Ricardo and Pedro Rodriguez to race at Sebring this year. These boys are top, proven international drivers. I think it would be terrible if they are barred, especially Pedro who is over 18. If I'm not mistaken, Stirling Moss competed in international races as an 18-year-old.

I. W. Stephenson
Tulsa, Okla.

NORTHWEST ACTION

Everyone up here is getting ready for a big year. Three courses in the building stage at this tme—Vancouver, B.C., PMR (Pacific Motor Raceways), Seattle, and a course near Seaside, Ore., is going up for the Portland area.

Jack Deno
Spokane 12, Wash.

IMPORTED CAR REGISTRATIONS FOR OCTOBER

1958		1957
1—6,654	Volkswagen	6,203—1
2—5,619	Renault	2,432—2
3—3,634	English Ford	2,286—3
4—2,211	Fiat	*
5—1,991	Vauxhall	*
*	Hillman	1,100—4
*	MG	1,099—5
18,059	All Others	8,425
TOTAL ALL MAKES		
38,168		21,545

*Not in top five

WOULD CARBS MAKE CAR PROFESSIONAL?

NEW YORK, Feb. 18—SCCA disclosed recently that John von Neumann, Los Angeles Ferrari driver, wanted to check on status of one of his cars.

It was the Ferrari wrecked at the Oct. 12 Riverside race. John wrote the Contest Board he wanted to remove the carburetors from that car and install them on another one.

"Would that make the car a pro?" von Neumann asked.

In view of a new rule, the answer was "no."

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84 at 6900 RPM	Optional HP	52 at 5200 RPM
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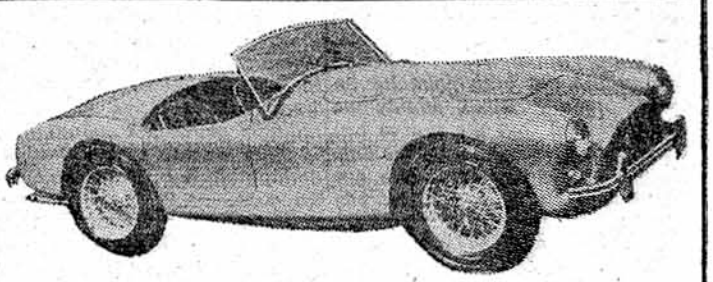

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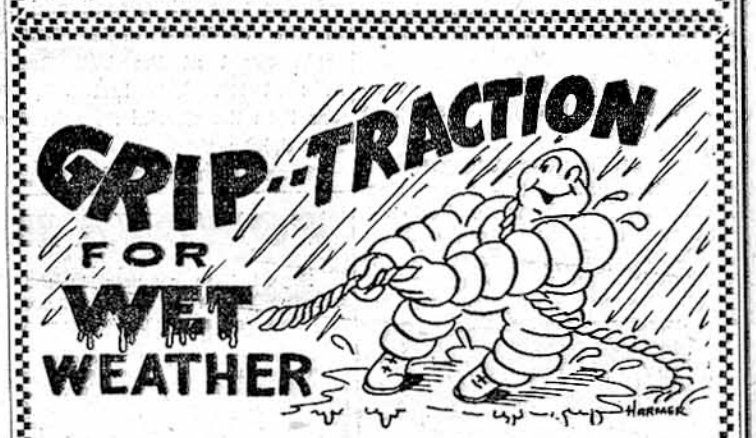

MICHELIN 'X' TIRES

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• Vignettes

By Gus V. Vignolle

A QUESTION OF CROWDS — SNAPPER-WRAPPERS & FIA

(Continued from Page 1)

also informed by USAC that the course is satisfactory.

"While very often CSI (that's Moran's committee) has required an internationally listed event to be run before a full international event could be granted to a course, there have been exceptions to this rule from time to time.

"This committee has made application to Paris for the transfer and has not as yet (Feb. 12) received any official okay to the transfer of the event. It is our opinion, however, that this transfer will be granted."

And he concluded: "We do plan to send an observer to look at the course before the event is run."

Of course, it is anything but a 6-5 shot that the transfer will be granted; otherwise, it would be a calamity in view of what the promoters — the LA Examiner, the Cal Club and Old Gold Suit — have done in lining up talent, etc.

There is one curious insight in this matter of sanctions, approvals and all that razzmatazz. **Steve Mason** of the Riverside Raceway and one of the nabobs of the Road Racing division of USAC was a trifle disturbed over the manner in which the USAC sanction wound up in **Old Gold Suit's** hip pocket.

75,000 Crowd?

Mason says that **Duane Carter**, who recently got the boot as USAC's No. 1 boy, gave the sanction to OGS without saying a word about it to any of the Riverside people.

This race certainly does not approach the promotion by the LA Times for its whopper last October at Riverside. They had more than 100,000 people for that one, although the public was deprived of the gate count and how many kopecks were taken in, since is was boomed as a charity event. That is unfortunate.

They expect — or so the cymbals cry — that 75,000 will turn out at Pomona. That is a tremendous crowd for that joint, and it will surprise me if that many show up. I hope they do, though. What we must realize is that metropolitan dailies promoting deals like this is good for the sport.

The Snapper-Wrappers can do a heck of a lot; if you don't think so, jupiter, just check the files and you will find out that the late **Mr. W. R. Hearst** got a little perturbed over the deaths from auto racing and other phases of the sport. He picked up the tube in San Simeon and gave the word. Auto racing (no sports car road racing around here at the time) came to an unhappy end shortly after.

Some of the auto race goons had it coming. They got awfully surly. But there are many, however, who to this day claim these toughs were justified in belting the hell out of some reporters and/or photographers who turned out to the cemtery for a driver's last rites.

Newspapers Help

But that is over and done with. What we should realize now is that there are wondrous benefits for road racing with the Snapper-Wrappers turning on the Big Adjective Machine.

Now, you know about the exceptions made insofar as the Pomona course is concerned. Let us now explore another avenue and again deal with the suject of "exceptions."

After the Riverside race (Oct. 12), **Jean Behra**, the noted French driver, was fined $250 and suspended for 6 months for "illegal competition." This same **Charles Moran** announced the penalty. Riverside was fined $1,000. This meant Behra would be out until April 12.

He had been guilty of competing without OK from FIA local authorities in France. It was pointed out that permission was unnecessary in World Championship races.

At that time there was somewhat of a howl because Behra would miss the action late next month at Sebring.

The ban was due to expire April 12, yet here Behra is racing in an FIA event on March 8.

Actually, it's a break for the public. Thanks to exceptions and all that kind of bullcon, the peasants will again have a glimpse of one of the best in the world. He has since signed to drive for Ferrari, so will be tooling one of the Maranello bombs.

I saw him and **Juan Manuel Fangio** win the 12-hour enduro at Sebring in a Maserati 2 years ago. He's worth the price of admission.

Holmes vs. Shelby

SNIPPETS — After he won at Santa Barbara last Sept., **Max Balchowsky** told MOTORACING's **WRC Shedenhelm that, contrary** to all the bull you hear, the replacement value of his Buick Spl. was somewhere between 5 and 10 grand. In a met Snapper-Wrapper, 'other day, it said Max could duplicate the whole thing for $1400 or less! Whattell gives, Haysoo? . . . What would you think of **Elgin Holmes** vs. **Carroll Shelby**? Oh, you never heard about Elgin Holmes? Well, **"Doc" Hildreth Hoppe** and some of those other great Triple-R folks have plenty to say about Elgin and how he wants to take on the great Shelby. Just turn to Page 7 of this issue, and in about half a page you can learn all about it . . . By the way, that alliance between LA SCCA and RRR should be of inestimable benefit to all parties concerned . . . Nothing is so pathetic as trying to be funny and being very much unfunny. That is what happened in the last isue of the local SCCA poop shoot. It was the treatment of the region's annual installation and awards banquet. Too bad Editor **Bob Hoffman** was powerless. Understand some of the bigwigs are hot over the yarn and why it was run . . .

Carroll Shelby wrote recently from Manila, and the note also bore the signatures of **Stirling Moss** and his wife, **Katie**. Knew Shel was there (he's everywhere), but couldn't fathom Moss in Manila. Stirl's J. Henry looked legit . . . The recent death of colorful **Mike Hawthorn** left alive only 2 of auto racing's recent greats — **Fangio**, of Argentina, now retired, and **Moss**, of England. Only Moss is left of England's great racing triumvirate. **Peter Collins** was killed in the German Grand Prix last August. Top pilots killed during the past 2 years include **H. McKay Frazer, Alfonso de Portago, Eugenio Castellotti, Stuart Lewis-Evans, Peter Collins, Luigi Muso, Archie Scott-Brown** and **Peter Whitehead** . . . Heat and dust were horrendous at the Imetay Riverside race; so now it says in the Ex regarding Pomona: " . . . staged on the popular, virtually dust-free 2-mile blah-blah-blah." Get that "virtually," Hell, I ain't ever seen no dust there no time, no how.

LATE NOTES

1. W. (Steve) Stephenson, the noted car fancier, driver, rallyist and bon vivant, now of Tulsa and formerly of Pebble Beach, is on the mend at St. John's Hospital, Tulsa. He was operated on last week for removal of a disc from his back . . . **Myra and George Buchanan**, who are always flying, boating or partying when they're not racing, are hosting some of the elite at their Pasadena home this Sat., Feb. 21. It's the "First Grand Prix of Pasadena." . . . **Art Muggs** has sold his Chevy agency . . . Due to **Al Wintringham's** prolonged illness, publication of Badge Bar Journal has been discontinued for the present, hopes to restart soon. . . . **Ron Flockhart**, two time Le Mans winner for **Ecurie Ecosse**, arrives in L.A. Friday from New Zealand. He will drive at Pomona . . . **Carroll Shelby** flew in from Manila, P.I., of all places, for the same race, arriving Feb. 16 . . . **Joe Lubin** left for London Feb. 15 to pick up a new 2-liter Cooper Bristol. **Bob Drake** will drive it in the Pomona G.P. if **Lubin** doesn't bring **Stirling Moss** back with him . . .

WHERE ARE THE $

LA SCCA members are requested to mail their $5 regional dues to 1241 N. Harper Ave., Los Angeles 46, on or before March 1, Jack Sullivan, treasurer, announces.

After that date, members who have not paid, will automatically be dropped from the region's mailing list.

(Editor's Note—What maintenance problems do you have? Please mail them to Bill Rudd, MOTORACING, P.O. Box 1127, Culver City, Calif. Bill will make every effort to answer all questions.)

PLASTIC-COATED STEEL

The first vehicle ever to have an interior lining of plastic-coated steel has been produced by a Maidstone, Kent, bodybuilder in England. It is an ambulance.

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NEW OFFICERS of the Women's Sports Car Club, installed recently at Miramar Hotel dinner-dance, are, left to right: Betty Shutes, press-public relations; Kay Harding, corr. Secy.; Ruth Doushkess, pres.; Tommy Junior, vice-pres.; Jan Troy, race coordinator (she has resigned, with Sue Cannon assuming the position); Lee Baker, retiring pres.; Irma Payne, ex-officio adviser, and Virginia Lloyd, treas. They're shown alongside Josie McLoughlin's Ferrari Testa Rossa. (Photo by Bill Norcross)

HONORED GUEST at WSCC banquet was Dan Gurney, Riverside, Calif. phenom signed to drive for Ferrari this year. New club president Ruth Doushkess, left, looks on as Sunnie Baker, who emceed top event, hands Dan Italian recipe book, French bread, fromage and vino in preparation for trip to Europe. (Photo by Bill Norcross)

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2/20/59

San Francisco Newsletter

• Dear Gus

By TOM WILSON

HIGH TIME TO REVISE NATIONAL DRIVERS' FARCE

DEAR GUS:

Probably one of the biggest farces during the 1958 sports car racing season was that "national drivers' championship" as promoted by the National organization of SCCA. It all depended on the various racing regions being able to talk their sponsors into the payment of the sanctioning fee (The Bite).

On the West Coast there was considerable sales resistance to this deal and as a result there was only one National race west of the Rockies. This, of course, resulted in the western champs winding up with the grand total of 1,000 points in Comparison to some eastern totals that ran as high as 11,000 points and the resulting crowning of the eastern drivers as national champions.

The San Francisco region was not about to hold still for such a deal and their official house organ, "The Wheel," raised one of its typical bleats. They feel that such drivers as Don Dickey, Jack McAfee, Richie Ginther, Chuck Daigh, Andy Porterfield, Johnny von Neuman and a host of others would never take a back seat to any of the eastern drivers. In fact, the western drivers are amazed that the east would accept the kudos that were won, practically by default. They even ran in a class I champ on the strength of one race.

Time For Reforms

After the various pioneer deals, such as helmet research, cutting down on The Bite and the recent pro-amateur hassle, the SF region feels it is about time some of these reforms should come from officials at a National level. In fact, they were told to relax and let the National wheels work on some of these problems before they (SF) blew a gasket and started popping off.

To expedite and hasten a long-needed change, "The Wheel" spread a little propaganda at the recent annual meeting in St. Louis. No, Gus, that was not the recent cyclone that came after the boys left town. It was suggested that an entirely new set-up be adopted for the selection of the National driver championships.

The country was to be divided into 5 sections with an eye to splitting up the racing regions so that all drivers would get an even shake. Then limit the number of National races that would be counted for each driver and select a section champ in each class, both modified and production. Then along about November, in some temperate climate, these champs were to be thrown together and the National champs would emerge from the debris.

Of course, a sponsor would be a prime necessity but under such a setup as this, it would be a cinch to pack them in. Gus, you must remember according to the new SCCA rules 'reasonable expenses are allowed for such as transportation, food and lodging." If the sponsor felt that reasonable, they should feel no pain. The biggest bargain ever heard of was that piddling $14.-500 purse at the October Riverside races.

Fans Need Break

The sports car fan and racing fan will go for any deal that appears to give him an even break in value, but there have been some cases where he has been taken and is now prone to be a bit wary. Lack of showmanship, publicity, food and sanitary facilities have been discouraging the attendance of the racing fan, but some day a real sponsor under the direction of a real sharp promoter will come along and welcome a deal as outlined above.

Well, the National board of governors thought enough of the foregoing setup that they appointed a western man, who has been identified with this racket for a long time, to look into this program and make recommendations. Tracy (The Pipe) Bird of Tucson was handed the job, but the board seemed to think that 1960 was a suitable time to get this deal organized. If they stick to this usual program of manana, it will another year wasted and another year of beefing among the western drivers. There are no National races scheduled on the West Coast for the coming racing season.

Get Behind Bird

It might be well for all the regional executives, west of the Mississippi to get behind The Pipe and expedite this deal so that the SCCA can point with pride to a new group of real driver champs in 1959 — not next year or maybe never.

I can visualize a race program such as this, at Laguna Seca, where it takes real driving skill and the spectator gets a break for his money. With more sanitary facilities, better food concessions and decent publicity, it would make a fortune.

When I heard about that storm in St. Louis, I thought that the Shedenhelm Research Foundation had found an angel and was researching that brewery tour ala SCCA. They probably could cause just as much damage.

With best regards,
Tom Wilson

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(If your firm wishes to handle single-copy sales, kindly write: Circulation Dept., Motoracing, Box 1127, Culver City, Calif.

SCCA SCHEDULE

LA Region of SCCA has planned several non-speed events for 1959, in addition to races, according to Sam Caldwell, activities chairman. 1959 schedule:

Feb. 21—9th annual spring rally; April 4-5—16th running Palm Springs road races; May 2-3—Del Mar road races; May—2nd annual Disneyland concours d'elegance; July 11-12—Romona Speed Weekend Aug. 8-9 — National Championship Rally sponsored by L A Region; Aug. 9—private swim party at home of Phil Curry; Sept. 27—3rd annual Huntington-Sheraton concours d'elegance; Oct.—Rancho Rinconada Rally; Nov. 7-8—17th running Palm Springs road races; Dec. 1—annual meeting.

Sports Car-Toon ★ by Stan Mott

I CAN ONLY SAY AS TREASURER OF THE CLUB THIS PAST YEAR, I'VE CERTAINLY ENJOYED THE OPPORTUNITY TO SERVE AND IF YOU WEREN'T SO UNDERHANDED AS TO CHECK THE BOOKS, I'D BE IN MEXICO BY NOW, YOU DIRTY...*G#+!!
...BUT I'LL GET EVEN I'LL GET YOU SOMEDAY... I'LL GET YOU ALL, YOU JUST WAIT... WHEN I GET OUT.....IN THE MIDDLE OF THE NIGHT WHEN...YOU'RE ALL DRUNK OR ASLEEP, ZIP.....
728342

FERRARI HOT

MODENA, Italy, Feb. 18—Criticism of road racing in his own country has caused Enzo Ferrari to declare he does not plan to enter his cars in races in Italy henceforth. He was bitter at Italian newspaper criticism after the deaths during 1958 of Italy's Luigi Musso and Britain's Peter Collins. Both were killed driving Ferraris.

Complained Ferrari: "In Italy auto races are now on the 'index' of activities considered taboo for well-mannered people."

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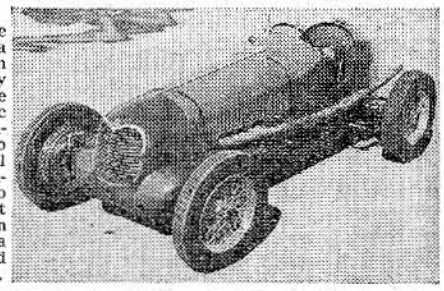

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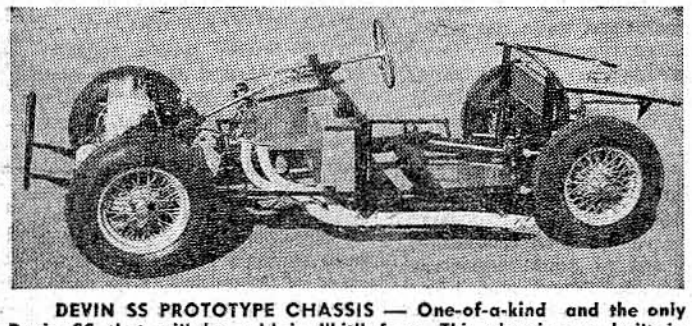

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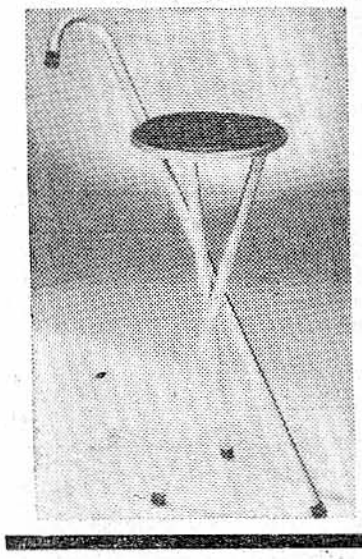

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Rally 'Round ☆ ☆ With Duane and Jerrie Sparks

Thought you might be interested in the lineup of major events for the current year. These dates are fairly firm now after some shuffing for position. We in So. Calif. are primarily interested in the SCCSCC schedule of championship and open events and in the SCCA National rally picture.

There is now scheduled one SCCSCC championship rally for each month of 1959 except December. Finishing positions on these designated events determine championship point standings for the area. Twenty-five points are awarded to the driver and to the navigator of the winning car on each rally, down to 1 point for 25th position.

Any contestant may include in his annual total the points earned on any 9 of the 11 rallies. Results of the RALLYMASTERS MARK I published in this issue give the point standing to date, since it was the January championship event. This weekend will see the 9th running of the DON DIEGO on which points will be earned for February. Please check the various rally schedules in adjoining columns.

* * *

Santa Monica FCCA announces invitations are going out this week for the TARGA FLORIO which is set for April 4-5. They expect to send out about 70 bids but will limit participation to 50 entries. They say this will be the toughest of all rallies yet presented in this area, and they want only those who would appreciate such an event to enter. It should be quite an experience.

* * *

Don Royer, rallymaster for the forthcoming professional AMERICAN INTERNATIONAL rally, Oct. 13-17, has just returned from a successful organizational trip to New York and Miami. He reports SAAB and Rootes have entered teams.

Awards have been extended to 25 places and will be given to best of marque for 5 or more entries and for clubs with 5 or more.

Regional headquarters have been set up in Asheville, N.C., under **Hersch Harkins**, Vancouver under **J. Lee**, and Miami under **Don Brown**, one of the original sports car enthusiasts in these United States.

This rally will carry a guaranteed purse of at least $15,000 against 40 per cent of the entry fees. This one was cancelled last year when entries failed to materialize and organizational work was begun too late. Backers, who lost several thousand dollars from the first "botch," are **Allen Guiberson** and **George Holland**. They should make up for it now, since interest is running high all over the U.S. for this event.

The rally starts from various cities in the U.S., Canada Mexico. They're still negotiating on a Las Vegas finish, but nothing is definite at this writing. Application has been made to get the event on the FIA calendar.

The National program opens with Florida's Great Orange Blossom Rally March 13-15. Winter Haven is Hq. site. East's 1st SCCA National is the Jersey 500 April 3-5. Details of Arizona's Great Canyon Rally on Page 6.

PACIFIC SCC SCORES AT POMONA

At the Jan. 31-Feb. 1 CSCC races at Pomona, the Pacific SCC entered 15 cars and 17 drivers, who competed in 14 races over the weekend, winning a total of 13 trophies. PSCC drivers entered every event except the Formula III and the big bore modified races, with every driver owning the car he drove except for 2 women drivers.

This growing club holds its meetings on the 1st Wed. of the month at the Amer. Legion Hall, 412 S. Camino Real, Redondo Beach.

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1959 RALLY SCHEDULE

Following is the schedule of SCCSCC championship rallies for the balance of the year —

DATE	CLUB	RALLY
Feb. 22	San Diego SCC	Don Diego IX
Mar. 22	Pacific SCC	De Wheele Bounce IV
April 25	Long Beach SCC	Great Western IV
May 16 - 17	Lockheed SCC	24 Hour VII
June 13	Northrop SCC	Sierra VI
July 18 - 19	Austin Healey OC	Sundown II
Aug. 15 - 16	Santa Monica FCCA	D'Oro IV
Sept. 12	Southwest SCC	De No Snailo III
Oct. 3 - 4	Douglas SCC	Desert V
Nov. 8	Palomar SCC	Of the Stars III

Open rallies — those complying strictly with the rally code — are of championship caliber but do not count for points. These are protected dates in that other council member clubs agree not to offer a conflicting event. Open dates scheduled for 1959 are —

DATE	CLUB	RALLY
Mar. 7 - 8	Harbor SCC	Reunion Las Vegas III
April 12	Astro SCC	Atlas I
May 3	South Bay SCC	Inaugural II
May 10	Hughes SCC	Rogues Rallery III
June 20 - 21	North American SCAD	Midnite Till Dawn III
July 25	Radioplane SCC	Alpine Roller Coaster III
Sept. 20	Rallymasters	Open Rally
Sept. 27	Santa Monica FCCA	Hairpin Hassle II
Oct. 18	San Diego SCC	El Liebre III
Nov. 29	Long Beach Douglas SCC	Last Chance II

The Sports Car Club of America has set up its 2nd season of National championship dates as follows

DATE	CLUB	RALLY
March 14 - 15	Florida	Great Florida Triangle
April 4 - 5	New Jersey	Nor'easter
April 18 - 19	Arizona	Great Canyon
May 2 - 3	Detroit	Press on Regardless
May 16	Washington, D.C.	Virginia Reel
May 23 - 24	San Francisco	Golden West
June 20 - 21	New York	Historical New York
July 25 - 26	Texas	Texas Rally
Aug. 8 - 9	Los Angeles	Unnamed as yet
Aug. 22 - 23	New England	Berkshire Mountain
Sept. 19 - 20	Chicago	Michigan Miglia
Sept. 26 - 27	Colorado	Continental Divide
Oct. 10 - 11	New York	Rip Van Winkle
Oct. 17 - 18	Texas	South Texas State Fair
Oct. 24 - 25	Kansas	Flaming Fall
Nov. 7 - 8	Philadelphia	Appalachian

New this year is a schedule of championship dates for slaloms and gymkhanas. Dates reserved so far (all slaloms) are:

DATE	CLUB
April 12	Orange County SCC
May 24	Long Beach Douglas SCC
June 30	Porsche Owners Club
Aug. 2	RAM Triangles
Sept. 13	Northrop SCC
Nov. 15	Pacific SCC

Anyone who expects to be in or near this area and wishing to enter any of the above events may feel free to contact MOTORACING for further information, entry blanks, etc.

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For clubs to take advantage of this saving, they must have a minimum of 10 subscriptions. These must be handled through the club secretary.

Club members who are already subscribers may renew for another year at this reduced rate.

Since this offer expires soon, club secretaries are urged to send in their lists with proper remittance to MOTORACING, Circulation Dept., P. O. Box 1127, Culver City, Calif.

Various Rally Results

THE RALLYMASTERS—MARK I—JAN. 25—CHAMP. SCCSCC RALLY

POS.	DRIVER	NAVIGATOR	CAR	CLUB	TOTAL
1	Ron Jones	Russ Palmer	Porsche	SDSCC	.50
2	Harold Guess	Jerrie Sparks	MG TF	NRSCC	.93
3	Diane McPherson	Bob McPherson	AC	SWSCC	1.03
4	Gordon Madison	Don Black	Peugeot	NRSCC	1:24
5	Wayne Brown	Pat Venable	Corvette	PSCC	1.57
6	Howard Frank	Don Royer	A-H	SMFCCA	1.90
7	Jim Weishuhn	Helen Weishuhn	Porsche	SMFCCA	2.25
8	Dick Coulter	Ruth Piercy	MG A	SMFCCA	2.25
9	Jerry Aarons	Dick Anderson	Porsche	SWSCC	3.18
10	Stan Johnson	Al Sorensen	Alfa	SMFCCA	3.46
11	Virg Herman	Ginney Herman	A-H	NRSCC	3.50
12	Bob Stoer	Gladys Stoer	VW Ghia	LSCC	3.79
13	Doug Linder	Jack Carlson	Porsche	NRSCC	4.08
14	Bob Piercy	Larry Harris	Alfa	SMFCCA	4.19
15	Tom Kelley	Mary Kelley	Porsche	SWSCC	4.19
16	Charlotte Nesbitt	Al Nesbitt	Corvette	SMFCCA	4.21
17	Bob Knox	Janice Knox	MG A	NASCAD	4.54
18	Karl McCready	Dave Conklin	MG A	NRSCC	4.68
19	Cal Hudspeth	Bob Cole	MG A	LBDSCC	5.65
20	Dick Pieper	Ann Sparks	A-H	NRSCC	5.94
21	Don Stephenson	Joan Stephenson	Alfa	NASCAD	6.02
22	Dick Butler	Lorraine Butler	Porsche	SWSCC	7.13
23	Flo Schumann	Charlie Schumann	A-H	SBFCCA	7.40
24	Tom Cummins	Em Cummins	A-H	LBDSCC	7.73
25	Marvin Rubinstein	Sal Tripoli	Porsche		7.91

SANTA MONICA FCCA—THREE TOINS IN THE MOUTAIN—FEB. 1
HARRY PETERZELL, Rallymaster—51 CARS

POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1.	Elizabeth Chester	Bill Chester	Alfa	Rallymasters	2:21
2.	Sandra Rosen	Bob Rosen	TR-3	SMFCCA	2:44
3.	Duane Sparks	Jerrie Sparks	T-Bird	NRSCC	3:03
4.	Dick Coulter	Stan Johnson	Alfa	SMFCCA	3:05
5.	Tom Denels	Jim Denels	TR-3	SMFCCA	3:09
6.	Julianne Dearth	Betty Hill	MG A	NRSCC	4:01
7.	Dave Hallinen	Bob Cook	Renault	— —	5:30

DKW SCORES

During the recent world-famous 1959 Monte Carlo Rallye, DKW captured 1st, 2nd and 3rd places in its class. Additionally, the Auto Union "1000" garnered top honors as best in the "strictly-stock" class. Of 36 teams competing for team prizes for certain marques, only 7 completed the gruelling rally. Three of the finishers were DKW-Auto Union teams. All DKW Auto Union cars were piloted by private drivers, not factory teams.

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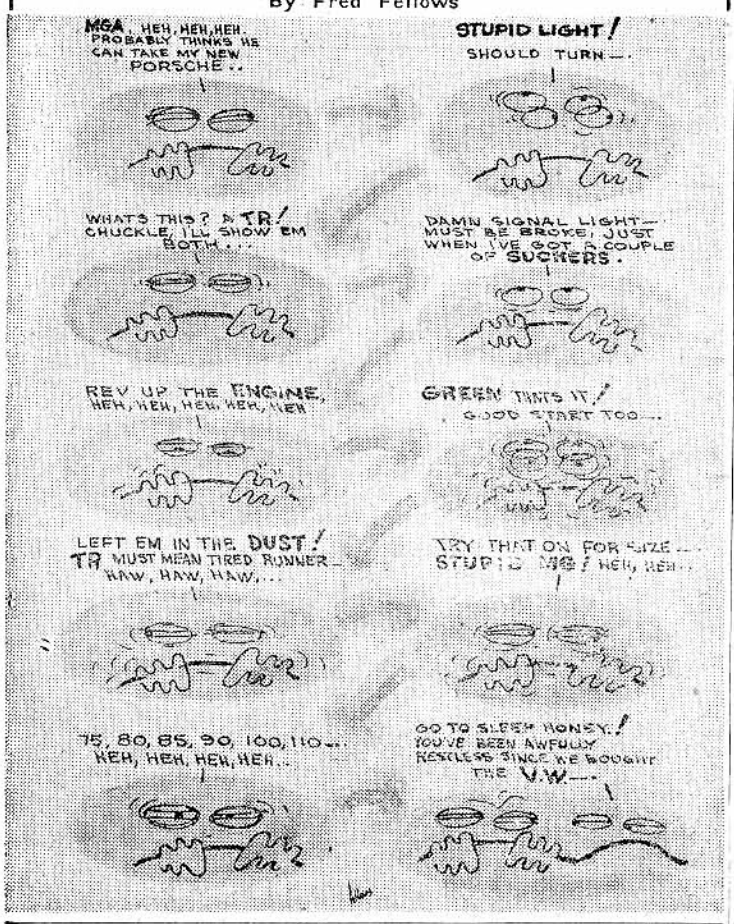
Clifford T. Nutt
245 W. Foothill Blvd.
North Hollywood
Ranchero Motors
5101 Lankershim Blvd.
Ontario
Woodfin Motors
115 S. Palm
Pomona
Pomona Valley Motors
1111 E. Holt Ave.
San Fernando
Hamer Motors, Inc.
11069 Sepulveda
Santa Ana
Monte E. Peters Co.
519 N. Broadway
Santa Barbara
Jack O'Brien Import Motors
117 State Street
South Gate
Al Siegel Imports
9019 Long Beach Blvd
South Pasadena
Campbell Motors
1215 Fair Oaks Ave.
Van Nuys
Mashak Motors
5319 Van Nuys Blvd.
Ventura-Oxnard
Barlow Motor Co.
1946-56 Thompson Bl.
Las Vagas, Nevada
Desert Motors, Inc.
1205 S. 5th St.

CITROEN CARS CORPORATION
8423 WILSHIRE BLVD., BEVERLY HILLS

Courtesy of Northrop Course Marshal

By Fred Fellows


MGA... HEH, HEH, HEH. PROBABLY THINKS HE CAN TAKE MY NEW PORSCHE..
STUPID LIGHT! SHOULD TURN—.
WHAT'S THIS? A TR! CHUCKLE, I'LL SHOW 'EM BOTH...
DAMN SIGNAL LIGHT— MUST BE BROKE, JUST WHEN I'VE GOT A COUPLE OF SUCKERS.
REV UP THE ENGINE, HEH, HEH, HEH, HEH, HEH
GREEN TIMES IT! GOOD START TOO...
LEFT 'EM IN THE DUST! TR MUST MEAN TIRED RUNNER— HAW, HAW, HAW...
TRY THAT ON FOR SIZE... STUPID MG! HEH, HEH...
75, 80, 85, 90, 100, 110... HEH, HEH, HEH, HEH...
GO TO SLEEP HONEY! YOU'VE BEEN AWFULLY RESTLESS SINCE WE BOUGHT THE V.W.—

Arizona Rally Over Glorious Canyon Terrain

TUCSON, Feb. 18 — The 1959 Great Canyon National Rally (Sports Car Club of America Sanction No. 59-6), April 18-19 is being organized by the same people as 1958. but we are now the Arizona Border Region of SCCA.

Bill Peters is chairman and has set up a terrific route. We'll start in Tucson Saturday, April 18 and head for the Grand Canyon, where we will spend the night. H. W. Snow is arranging a bar and a buffet supper there for our pleasure Saturday evening. The schedule calls for the last car to reach the Canyon before so there will be ample opportunity to enjoy the beauties of nature.

Sunday will take us back to Phoenix, where we will have the Award Dinner. The first car will leave at 7:01—after sunrise at the Canyon. In between these points the route sets up an interesting and challenging exercise for both driver and navigator.

We are expecting a large California entry this year, since there are 4 National rallies planned within striking distance. We also have indications of many Mid-West entries, so here is where the twain shall meet.

—KAY BIRD, Rally Secretary.

SAAB RALLY VICTOR

TORONTO, Feb. 18 — Running in a field of 162 cars over a 1400-mile course through Ontario, a Swedish SAAB GT 750 recently outpaced the competition to emerge outright winner of the 1959 Canadian International Rally. Drivers of the winning SAAB were Homer Trotter and John Burns of Watertown, N. Y., and their victory followed closely that achieved by Trotter in the Four-Hour Endurance Race held at Pocono Pines, Pa., the previous week. Much of the 1400 miles was over ice and snow. The Trotter Burns SAAB covered the course between 6 p. m. Feb. 6 and the same hour Feb. 8.

IN THE NEWS

ACCIDENT STUDY

ITHACA, N. Y., Worcester, the world's largest and most comprehensive study of auto accidents and their effects upon passengers and vehicles involved, is supplying the Automotive Crash Injury Research program of Cornell University with detailed and specific data about automobile accidents occurring within city limits.

VW CONVENTION

The 4th annual convention of the Volkswagen Club of America will be held April 10-12, at Pocono Manor Inn, Pocono Manor, Pa. An estimated 300 members and their families are expected. Walter Cronkite, CBS news commentator and sports car racing driver, will be the featured speaker at the Sturday night banquet.

$34 MILLION LOSS

NEW YORK, Feb. Chrysler Corp. experienced its worst loss in history in 1958-a loss of $33,824,565. That compared with net income of $119,952,406, equal to $13.75 a share in 1957. L. L. Colbert, president, blamed the poor 1958 record on a sharp drop sales resulting from the recession.

GIRALDO HONORED

OAKLAND-The "Clyde Giraldo Memorial trophy," honoring a great Bay Area sportswriter and press agent who died last August, is the newest award to be made at the 10th annual National Roadster show which ends Feb. 22 in the Exposition building.

NORTHWEST OFFICERS

The following members were elected and appointed as of the Northwest region of SCCA officers for 1959: Regional executive, Burleigh F. Hillman; asst. regional executive, George D. Rasmussen; secretary, David K. Fogg; treasurer, James H. Reckers; activities chairman, William Kemper; regional contest Board chairman, Thomas Carstens; director - 3 years, Herbert B. Williams; director - 2 years, George F. Riley; director - 2 years, L. Frank Becker; director. - 1 year, J. Franklin Eddy; director - 1 year, Fred R. Armbruster.

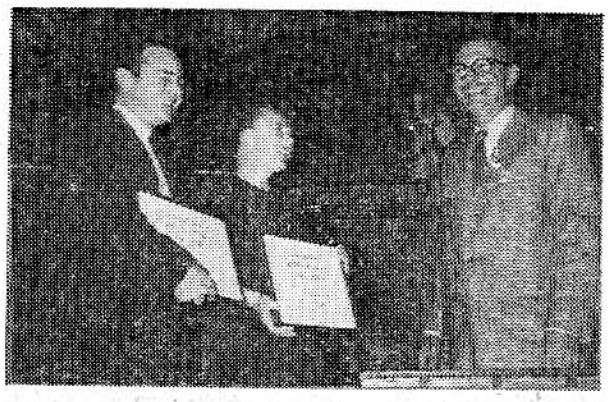
IMPROVED HILLMAN

Larger engine, re-designed front grill and tasteful color schemes highlight new features of the 1959 Hillman Minx DeLuxe Sedan introduced on the West Coast. Greater acceleration, higher cruising speeds and finer interior appointments are accented at no increase in price.

PRO-AM PARTY AT GRAND PRIX

Bob Drake and Mary Davis, owners of the Grand Prix Restaurant in Hollywood, have announced a pre-Pomona party to be held March 4 at their bistro. Similar to the highly successful party before the pro-am races at Riverside, last Oct., the evening is planned to give drivers from CSCC, SCCA, USAC and FIA a chance to get acquainted, and to meet the press and race officials. No invitations will be sent out for this party, although reservations are recommended.

The Grand Prix will celebrate its 2nd anniversary with a special party this Friday night, Feb. 20. Many of the top drivers and car owners from So. Calif. will be there to start the Grand Prix on an even more successful 3rd year.



NY TIMES sports car awards for 1958 included certificates to Joe and Celia Bechtel, Manhattan Beach, Calif., as best National rally driver and navigator (they won Nat'l. SCCA title). Here they receive award from Jim Matthews, right at Grand Prix restaurant last week. Other photos page 10.)
(MOTORACING Photo)

Renault Boosts Production 28%

Renault of France, 6th largest car manufacturer in the world, reports that it manufactured a record 430,736 vehicles during 1958, increasing production 28 per cent over its 1957 output of 317,443 vehicles.

These and other figures on the continuing growth of France's largest industrial organization were revealed in New York today (Feb. 13) by Robert E. Valode, vice president and general manager of Renault, Inc., U. S. subsidiary.

Renault last year invested about $50,000,000 in new industrial and improved distribution facilities in various parts of the world, Valode said. He also noted that gross income from all sources approximated $630 million, some 32 per cent greater than in 1957.

Valode reported that last year Renault manufactured 367,673 automobiles, 41,512 trucks and 21,551 farm tractors. During the final quarter of 1958 the daily output rose to an average of 1,910 vehicles, he said.

Dauphines were manufactured in the biggest volume — a total of 280,604 according to the Renault official. During the year 73,420 Renault 4 CV's and 13,649 Fregates and Domaines (European models) came off the assembly line, he said.

Valode pointed out that Renault now has made more than a million 4 CV's since this model was introduced in 1945 and more than 500,000 Dauphines since 1956. Both these milestones were passed in 1958, he said.

Export of Renault vehicles increased 46 per cent during the year, according to Valode, the twelve-month total reaching 170,654. Of these, 59,968 cars were sold to U.S. distributors, compared with 26,438 in 1957. Renault began exporting cars to this country in small quantities in 1946, but did not begin wide distribution here until 1956.

John Green Corporation, distributors of the Renault Dauphine, provides evidence of continuing growth of the French import with a progress sales graph in California, Arizona, Nevada and Utah for the past five years and the projected sales for 1959 . . . The Green Corporation did a gross volume of $20,000,000 in 1958 and expects to more than double this volume in '59.

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POMONA RACE CHARTS

C.S.C.C., 8th POMONA ROAD RACES
(Other Sunday race charts appeared in last issue of MOTORACING)
Jan. 31-Feb. 1, 1959.
Course 2.0 miles, 11 turns
SUNDAY, FEB. 1, 1959

RACE 9, FORMULA III-10 laps, time 15:11, avg. 79.0 mph.

Pos.	Driver	Car	Class
1.	Nichols, K.,	Cooper Norton	1
2.	Brink, J.,	Cooper Norton	2
3.	Wenz, B.,	Cooper Norton	3
4.	Morrow, H.,	Cooper Norton	4
5.	Beneck, B.,	Cooper Norton	5
6.	Pilgrim, E.	Cooper Norton	6
7.	Hand, B.,	Cooper Norton	7
8.	Kinucan, J.,	Kinucan Spl.	8
9.	Quivey, B.,	Malfunction Spl.	9
10.	Le Grand, A.,	Renault Spl.	10

NOTE: J. McLaughlin, F-II Cooper-Climax, finished 1st o.a. and Linda Scott, F-Libre Talbot-Lago, finished 2nd o.a., but were not scored.

RACE 10, PROD. H & G, 15 laps, time 24:45, avg. 72.7 mph.

1.	Hayward, D.,	Alfa Rom. Spy.	1G
2.	Webb, J.,	DB Coupe	1H
3.	Pickering, R.,	A-H Sprite	2H
4.	English, J.,	Alfa Romeo Spy.	2G
5.	Gleghorn, J.,	MG TD MKII	3G
6.	Martinelli, V.,	MG TD	4G
7.	Ives, E.,	Alfa Romeo Spy.	5G
8.	Dredge, S.,	MG TD	6G
9.	Lachman,	MG TD	7G
10.	Binks, P.,	A-H Sprite	3H
11.	Bianci, R.,	Berkeley	4H
12.	Sweetzer, N.,	MG TD	8G
13.	McKee, D.,	MG TD MKII	9G
14.	Hey, J.,	Fiat Ab-Zag.	5H
15.	Burt, F.,	MG TD	10G

DNF: P. Lee, MGTD, blew rod bearing; C. Metcalf, MGTD, blew main bearing; D. Boyce, AH Sprite, broke outer wheel bearing.

RACE 11, PROD. F-15 laps, time 23:35, avg. 76.3 mph.

1.	Aldhous, F.,	Alfa Rom. Vel.	1F
2.	Sanders, M.,	MGA	2F
3.	Greenland, B.,	Porsche Spd.	3F
4.	Barker, E.,	Porsche Sup. Spd.	4F
5.	Barrett, B.,	MGA	5F
6.	Kirby, R.,	Porsche Sup. Sp.	6F
7.	Chaffee, J.,	MGA	7F
8.	Laschiver, J.,	Porsche Spd.	8F
9.	Parker, R.,	MGA	9F
10.	Stephan, V.,	MGA	10F
11.	Sauer, H.,	MGA	11F
12.	Taylor, M.,	Porsche Spd.	12F
13.	Philip, J.,	Porsche Spd.	13F
14.	Cooper, G.,	MGA	14F
15.	Wilson, R.,	Volvo Sedan	15F
16.	Tunison, F.,	Volvo Sedan	16F
17.	Elms, R.,	MGA	17F
18.	Greenberg, H.,	MGA	18F
19.	Graham, I.,	Volvo Sedan	19F
20.	Lind, K.,	Porsche Spd.	20F

DNF: M. Hosch, Alfa Romeo, bent valve; J. Lumkin, MGA, broke rocker arm; D. Beers, Porsche, unknown.

RACE 12, PROD. E-15 laps, time 23:35, avg. 76.3 mph.

1.	Bucknum, R.,	Por. Sup. Spd.	1E
2.	Kastner, R.,	TR-3	2E
3.	Parkinson, J.,	MGA doc	3E
4.	Slowi, R.,	Morgan +4	4E
5.	Gebbard, A.,	Morgan TR-3	5E
6.	Deeter, K.,	Morgan +4	6E
7.	Edinger, A.,	TR-3	7E
8.	Richardson, N.,	TR-3	8E
9.	Kunkle, W.,	TR-2	9E
10.	Nickel, W.,	Porsche Sup. Spd	10E
11.	Cooper, T.,	A-H	11E
12.	Peterson, H.,	A-H	12E
13.	Pollock, B.,	A-H	13E
14	Rios, Ron,	A-H	14E
15.	Spencer, L.,	Morgan	15E
16.	Hively, G.,	A-H	16E

DNF: J. Ostland, A TR-3, black flagged; W. Jones, Citroen ID-19 fuel line pinched in collison during practices; G. Pickens, black flagged for erratic driving.

RACE 13, PROD. C & D-15 laps time 23:11, avg. 77.6 mph.

1.	Breskovich, J.,	A-H 100 S	1I
2.	Conklin, S.,	AC Bristol	2I
3.	Moore, J.,	Porsche Carr GT	2I
4.	Harris, B.,	AC Bristol	4I
5.	Fouch, Jim,	AC Bristol	5
6.	Keenan, P.,	Porsche Carr GT	6
7.	Brophy, J.,	Porsche Carr GT	7
8.	Richardson, H.,	Jaguar XK120	8

DNF: B. Klingensmith, AC Bristol, unknown; B. Windhorst, AH 100 stretched valve.

RACE 13-A, PROD. B-15 laps. time 22:35, 79.6 mph.

1.	Porterfield, A.,	Corv.
2.	Grant, F.,	Corv.
3.	Mayell, V.,	Corv.
4.	Gaskins, B.,	Corv.
5.	Hoffman, B.,	Corv.
6.	Jensen, D.,	Corv.

DNF: S. Briley, Corvette, blew tire; B. Dickson, scattered engine main straight.

January 31 Summary

RACE 1, FORMULA III, 8 laps, time 12:32, avg. 76.5 mph. 1) B. Kessler, Cooper-Norton; 2) J. Brink, Cooper-Norton; 3) H. Morrow, Cooper-Norton. Formula II, R. Ellico, Cooper-Climax; Formula Libre, Linda Scott, Talbot-Lago.

RACE 2, PROD. H & G, 8 laps. time 13:19, avg. 72.1 mph. 1) D. Hayward, Alfa Romeo; 2) J. English, Alfa Romeo; 3) J. Webb, DB Panhard. CLASS G, Hayward; H. Webb.

RACE 3, PROD. F, 8 laps, time 12:36, avg. 76.2 mph. 1) F. Aldhous, Alfa Romeo Vel.; 2) J. Lumkin MGA; 3) E. Barker, Porsche Spr. 4dstr.

RACE 4, PROD. B, C & D, 8 laps. time 12:20, avg. 77.8 mph. 1) A. Porterfield, Corvette; 2) B. Dickson, Corvette; 3) F. Grant, Corvette. CLASS B, Porterfield; C, G. Duncan, Jag XK120; D, J. Breskovich, A-H.

RACE 6, MOD. UNDER 1100cc, 8 laps, time 11:53, avg. 80.8 mph. 1) S. Conklin, Lotus Mk. XI; 2) D. Miller, Crosley.

RACE 7, MOD. 1100-2000cc, 8 laps, time 11:09, avg. 86.1 mph. 1) K. Miles, Porsche RS; 2) J. McLaughlin, Cooper-Climax F II; 3) G. Glyer, Ferrari TR. CLASS E, Glyer; F. Miles; F II, McLaughlin.

RACE 7A, WOMEN'S, 6 laps, time 10:0, avg. 75.8 mph. 1) Linda Scott, Talbot Lago GP; 2) Marie Dixon, Maserati; 3) B. Nieland.

RACE 8, MOD. OVER 2000cc, 8 laps, time 11:00, avg. 87.3 mph. 1) D. Gurney, Ferrari 4.9; 2) M. Balchowsky; C. Gurney; D. D. Morgensen, Ferrari 250TR.

VW ARRIVAL —— Capt. Arthur Herbst of the MS Karpfanger Hamburg, is greeted on arrival in Wilmington, Calif., by Volkswagen representative Samuel Weill, Jr., regional manager of Competition Motors. The new ship, introducing improved automobile shipping methods for economy cars, brought highly-demanded Volkswagens for this area. Included were VW station wagons, passenger sedans and VW Karmann Ghias.

West Coast Driver Point Leaders

By ERIC HAUSER

In an attempt to provide recognition for drivers in classes where race scheduling results in obvious inequities, MOTORACING has decided to score by classes on a 5-4-3-2-1 basis, except in the case of women's races, where the multiplicity of classes precludes anything but overall scoring for the first 7 places, and in the case of the main event, where overall positions are the primary consideration and will be scored down to 7th position on a 7-6-5-4-3-2-1 basis as in the women's race.

MAIN EVENT

1.	Richie Ginther, Ferrari 4.1	12
2.	Dan Gurney, Ferrari 4.9	11
3.	Bill Krause, Maserati 4.5	9
4.	Bob Oker, Aston-Martin 4.2	7
5.	Max Balchowsky, Buick 5.5	6
6.	Ken Miles, Porsche 1.6	5
7.	Dick Morgensen, Ferrari 3.0	4

WOMEN'S COMPETITION

1.	Linda Scott, Talbot-Lago	14
2.	Marie Dixon, Maserati	12
3.	Barbara Nieland, Triumph	9
3.	Gail Liebart, AC Bristol	9
4.	Sunnie Baker, Porsche	5
5.	Barbara Windhorst, Morgan	4
5.	Ruth Doushkess, Morgan	3

CLASS E MODIFIED

1.	Gordon Glyer, Ferrari	9
2.	Jack Nethercutt, Ferrari	6
3.	Ken Miles, Porsche	5
4.	John Dixon, Maserati	3
4.	Joe DeMuniz, Maserati	3

CLASS F MODIFIED

1	Bob Drake, Cooper Climax	10
2	Joe Playan, Porsche	6
2	C. R. Haworth, Porsche	6
3.	Harry Hanford, OSCA	4
4	Dusty Miller, Maserati	2

CLASS G MODIFIED

1	Skip Conklin, Lotus	10
2.	Don Maslin, Lotus	6
3.	Frank Monise, Lotus	4
3.	Art Snyder, Lotus	4
4.	Jay Chamberlain, Lotus	3

CLASS H MODIFIED

1.	Ed Freutel, Lotus-Fiat	7
2.	Don Miller, Crosley	5
3.	Harry Jones, Lotus-Crosley	4
3.	Charles Gardner, Lotus-Crosley	4
4	Wm. Molle, Fairchild Spl.	3
4.	Chet Burgraff, Devin-Panhard	3

CLASS B PRODUCTION

1.	Andy Porterfield, Corvette	10
2.	Fred Grant, Corvette	7
3.	Vince Mayell, Corvette	5
4	Bob Dickson, Corvette	4
5.	Bill Gaskins, Corvette	2

CLASS C PRODUCTION

1.	Hap Richardson, Jaguar	6
2.	George Duncan, Jaguar	5
3.	Ted Roberts, Jaguar	4

CLASS D PRODUCTION

1.	Jack Breskovich, A-H 100S	10
2.	Skip Conklin, AC Bristol	7
3.	Jimmy Moore, Porsche GT	5
4.	Bob Windhorst, A-H 100S	4
5.	Bob Harris, AC Bristol	2

CLASS E PRODUCTION

1.	Jim Parkinson, MGA-2 cam	7
2.	R. W. Kastner, TR-3	6
3	Ron Bucknum, Porsche	5
3.	Lew Spencer, Morgan	5
4.	Gary Pickens, TR-3	3
4.	Roger Slowi, Morgan	3

CLASS F PRODUCTION

1.	Frank Adlhous, Alfa	10
2.	Ed Barker, Porsche	5
2.	Bob Greenland, Porsche	5
3.	John Lumkin, MGA	4
3.	Mark Sanders, MGA	4

CLASS G PRODUCTION

1.	Dick Hayward, Alfa	10
2	John English, Alfa	8
3.	Jack Gleghorn, MG-TD	6
4.	Ennals Ives, Alfa	3
5.	Vince Martinelli, MG-TD	2

CLASS H PRODUCTION

1.	John Webb, DB	10
2.	Ray Pickering, Sprite	8
3.	Phil Binks, Sprite	6
4.	Ron Bianci, Berkeley	4
5	Jack Hey, Fiat-Abarth	2

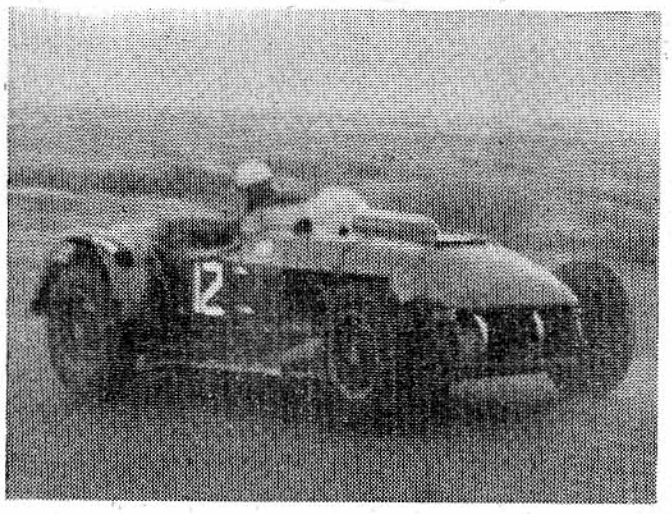
(Compiled by ERIC HAUSER)

(Advertisement)

TRIPLE-R ISSUES CHALLENGE

Elgin Holmes Vs. Carroll Shelby

ELGIN HOLMES, top Triple-R driver, with 6 years of jalopy and modified roadster driving, and 3 years of road racing with RRR, is one of the top pro-driver threats in the U.S. (Photo by Jim Cory)



HOLMES' FIRST RACE with the Triple-R was at Willow Springs, where he is shown in the old No. 12 special in which he set the still existing official course lap record. (Photo by Marvin Reichler)

LOS ANGELES, Calif. — The recent challenge of Hildreth "Doc" Hoppe, to back the Triple-R's top driver, Elgin Holmes, against Carroll Shelby in any car and on any track Shelby selects, has stirred up quite a controversy in sports car circles. Nearly everyone has an opinion on what Shelby can or cannot do in a sports car, but only those who have attended a few of the RRR's professional sports car races know of the calibre of Elgin Holmes' driving.

Holmes spent his school days, in Arcadia, California, building hot rods, which he financed by riding race horses at local tracks during the summer, and by breaking yearlings the rest of the year.

He spent 7 years in the U.S. Navy, where he served as a gun captain on a cruiser. When he was discharged in San Diego, he spent his mustering out pay building a jalopy in which he won his first heat race. He won his first prize money for this, five dollars, but tore up the car too badly to run in the better paying main event. His 2nd year in the jalopies, Holmes was 4th on points and the next year, 1951, was Champion.

The Eastern Circuit

Looking for bigger tracks and better purses, Holmes took off for Florida and the big eastern circuits from Miami to Rochester, N.Y. By 1954, with his wife, whom he had met at the West Palm Beach Speedway, he was towing two modified cars back and forth to races from April to October and scoring wins at dozens of ½-mile ovals. In South Carolina, where the schedule called for 5 night races a week, the minimum purse was $1050 a race, while tracks like the Heidelberg, in Pittsburgh, Pa., guaranteed $2700 a race.

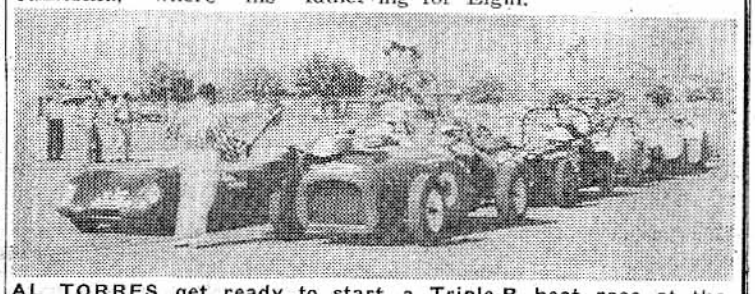
Holmes only serious injury in 10 years of outlaw racing occurred at Columbia, South Carolina, following a main event in which half the cars flipped on the rough clay track. Holmes pulled into pits after the race, took off his helmet and climbed out of the car. The next thing he knew he was in the hospital recovering from an operation to put his cheek bone back in place. One of the drivers thought Holmes had been the cause of his flipping and had clobbered him.

Triple-R Racing

In 1955 Holmes returned to California, where his father started a foreign car agency in Lancaster, with Elgin as service manager. His first race for the Triple-R, at Willow Springs, in a borrowed Austin Healey, sold him on road racing, but he was too used to getting paid for winning and could not see racing for trophies with any of the amateur clubs.

Holmes continued to run with the Road Race Register through its early years, trying to get as much experience as possible in all types of cars. He feels that the future of large scale professional racing is in the big modified cars, and plans to spend his time building and driving these.

With Holmes' background in big and varied cars, both on dirt ovals and road courses, the challenge to Carroll Shelby is not as far-fetched as many people have assumed. Even with the advantage of Shelby being able to select the car and course, "Doc" Hoppe and the Triple-R still believe that Elgin Holmes can take the car out of 10 laps of practice, then match or beat Shelby's best time, hands down. If Shelby's isn't available, the challenge goes for anyone else with the car, the skill and a little money to make things interesting for Elgin.



AL TORRES get ready to start a Triple-R heat race at the Orange County Fairgrounds. The specials are typical of some of the strange and wondrous equipment that appears in RRR races. (Photo by MOTORACING)

With two really top drivers out for alternate 2 or 3 lap runs, raising and counter-raising each others lap times, the event could be one of the most thrilling in sports car history.

For more information about the Triple-R and its activities, write to RRR, 1921 So. Catalina Avenue, Redondo Beach, Calif., or call FRontier 5-2549 from 12-2 p.m. or CHurchill 9-7772 in the evenings.

(Advertisement)

STRIKING CONTRAST in weather conditions for last month's famed 28th Monte Carlo rally in Europe is seen in these two photos, taken by MOTORACING's Henry N. Manney III. Here is the Querard-Gentil duo, which started from Paris in Citroen ID 19. Teammate of the winner, car is in the wilds of Haute-Provence.

AND HERE is some of the fierce weather encountered in Monte Carlo rally. On the icy Col. de Dousset, this Ford Zephyr started from Glasgow and here is piloted by Sydney Allard, outright victor in 1952. He was teamed with Royd Holmes in the 1959 event. Both cars were far down the list. French cars took first 4 places. Winner was a Citroen ID 19, Paul Coltelloni-Pierre Alexandre.

TEST DAY AT MONTLHERY:

Writer Has Fun With French Cars

(EDITOR'S NOTE: This is the 2nd of a 3-article series. The 3rd will follow in a future issue of MOTORACING.)

By HENRY N. MANNEY III
MOTORACING Staff Correspondent

LONDON—Next on the list of Things To Do For Understanding The Masses was the 2 CV Citroen, a common sight on the road of France. We got under way and proceeded off down the road with no more fuss than a consultation with my rear seat passenger, who said he was having a luxury ride, we entered the first turn flat out and having seen 2 CVs in action before, felt no alarm when the roll and bank indicator showed that our gunwales were about to go under.

Being a front drive, the loud pedal is best kept down firmly during corners and on the straight as well, if one doesn't want to arrive late. On the 2nd tour, we hung it out a little bit but aside from heavy steering in corners at low speeds, we could find no vices whatsoever.

Popular Peugeot

Next I drove the Peugeot 403, a popular passenger car on the Continent by virtue of its good finish, sturdiness, folding seats and high-geared cruising with a 1500cc engine. My dark blue model was very comfortable, but, oddly enough, had the speedometer cable disconnected, possibly to keep ambitious types from seeing how fast they could go.

Again with the proviso that the steering was quite heavy at low speeds on corners, the handling was very good indeed and the ride equally so, even smoothing out the bumps on the banking as the 403 effortlessly and silently pulled its high 4th gear.

Next was a brand new DB coupe with Le Mans expert Laureau as chauffeur. This car was fitted with a fiberglass body which had a clear plastic roof insert, a system which strikes me as sensible in an age when most sports coupes have a field of vision resembling that of an armored car.

Manney Takes Over

Sinking into the foam-rubber seats and surveying the well-finished interior, I relaxed gratefully as Gerald the Racer boomed through a few fast bends in fine style, the unexpectedly soft suspension ironing out the road without pitch or lean. After promises not to exceed 4500 rpm I got to drive it and found it equally satisfactory as one I had driven years ago but much smoother. In spite of the floor shift working crossways instead of up and down, the car was great fun to drive and if I ever peddle my Alfa . . .

Barely coming to rest, I dived into the Renault Alpine, which is another fiberglass-bodied special but this time on 4 CV and Dauphine bits. It had, a notice on the dash in red crayon said, a hack engine but also a 5-speed box to play with, a device which proved great fun on the move.

Although finished somewhat more starkly than the DB, the Alpine beetled along very well and in reasonable silence, the handling being absolutely with out reproach and being practically unable to break loose no matter what angle or speed a corner was aproached. The ride was firm but not too much so as it was obviously a competition model; I hated to give it back.

(To be Continued)

LA SCCA RALLY

The 9th annual Spring rally of the LA SCCA starts at 7 p. m., Feb. 21, at Olympic International Motors, Inc., 5766 Hollywood Blvd. Post entries will be accepted for the non-navigational event, open to members and guests.

Maintenance Topics

By BILL RUDD
Noted Racing Mechanic, Tuner and Owner of Bill Rudd Motors

The question of tuning, its whys and wherefores, how often and how much, comes to many a mind where their sport car is concerned.

First off, tuning can be most anything you picture. At my shop, for instance, a "minor tune-up" involves stripping the car, but leaving the major components, such as the block, etc., in the chassis; and, of course, a major implies a complete teardown. But for practical purposes, we'll say it means the exterior functions of the engine, compression, combustion and electricity.

How often? This, of course, is up to the individual owner, and how sharp you care to keep your car, but the norm seems to indicate a minor tune at 5,000-mile intervals, i.e: check battery and electrical circuit and connections, point spacing, condenser and coil, high tension wiring, clean and space spark plugs and set timing. Clean fuel filters and with S.U. carbs, the suction chambers. The carb settings should be ok unless the previous "tune" was erroneous.

At 10,000-mile intervals a "major tune" is usually in order. That is, all of the "minor tune" adjustments, plus removing and cleaning of the carbs and usually, replacement of points, plugs etc., plus a valve adjustment. This kind of care will keep your car in pretty good running order, and at a minimum of expense.

MONEY! How much does tuning cost? Remember, that skilled hands get good pay, and you, the customer, usually get only

(Continued on Page 10)

Work is the curse of the drinking class.

Johnny Lail
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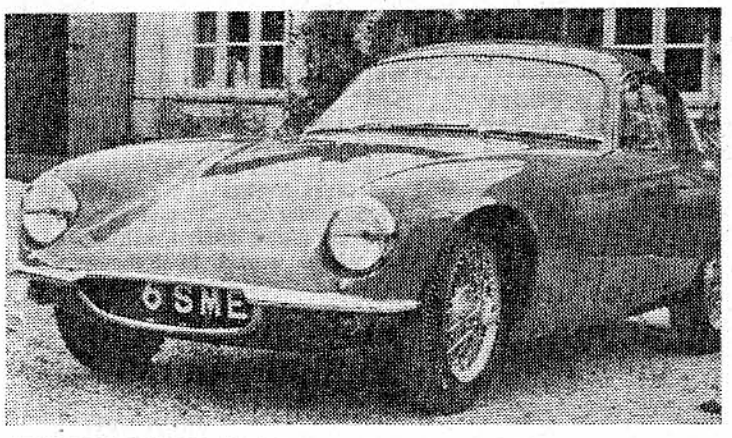
It is a new service offered drivers by the live-wire Women's Sports Car Club.

The girls will be located at tables set up near the General Petroleum gas truck area. Sunnie McBride is in charge of this scoring.

Contact the gas truck people to learn the exact location of the scoring girls.



EYE-CATCHING is the new Lotus Elite's integral fiberglass chassis/body structure. It is beautifully finished, exceedingly light and offers superior heat and noise insulation. It will race at Sebring March 21. (Frendo Bonewarp Photo)

LOTUS ELITE GOES AT SEBRING

Sebring's 12-hour enduro March 21 will see the U.S. unveiling of the new Lotus Elite Gran Turismo coupe which made a hit at the recent London Auto show.

Although the Elite was designed primarily for street use, it will be raced in the production car class by Colin Chapman, head of the Lotus Engineering Ltd., London, England, and Jay Chamberlain, of Burbank, Calif., American distributor for Lotus, at Sebring and later in April on the West Coast.

Only 150 will be available for import to this country this year. The Elite is basically the same as the Lotus Mark XI. Added, however, is an aerodynamic body structure of resin-bonded glass of low overall height and compact dimensions.

Power unit in the Elite is a new Coventry Climax 4-cylinder 1220cc developed from the 1100cc racing engine. With a single SU carburetor, power output is 75bhp at 6100 rpm. A maximum speed of from 120-130 mph is average on stock models. A fantastic mileage figure of 50 mpg may be expected in normal motoring.

☆ ☆ ☆

Stear's Concours for Charity

Le Cercle's second annual concours d'elegance at Stear's restaurant March 15, will be a charity event. All proceeds go to the Leukemia Research Foundation of California, Inc. All trophies will be donated by Stear's, many valuable door prizes will be given, including clothing apparel, a set of tires, etc.

M. L. (Bud) Cohn, president of Le Cercle, said: "In eliminating the Mercedes-Benz Club of California and devoting our entire efforts to raising money for the Leukemia Research Foundation of California, Inc., we will score an important contribution to charity. We also plan to raffle off a Mercedes-Benz 190SL Roadster. Because of the tremendous interest in the Leukemia Research Foundation of California, Inc., the radio and TV stations and newspapers are taking up this concours with tremendous interest and enthusiasm. Spot announcements will be made on the air regarding the concours."

All sports car clubs in Southern California are urged to get behind this worthy movement. Weekly committee meetings will be held every noon at Nikabob Restaurant, Ninth and Western, starting Monday, Feb. 23, and continuing each Monday until the concours is held. All are urged to be present and represent their club.

TEAGUE KILLED

DAYTONA BEACH, Fla., Feb. 11—Marshall Teague, 37, national stock car champion in 1952 and 1954, was killed in the smash-up of his specially-built Sumar Streamliner at the new Daytona Beach Speedway today. His machine slipped on the west turn, flipped 5 times in the air and crashed.

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Rallies

FEBRUARY

22—San Diego SCC DON DIEGO IX SCCSCC Championship. Bowlero pkg. lot US 80, 1 mile east of US 395. 6 a.m. Post entries $6. Forrest Adams, 4455 New Jersey, San Diego.

22—Douglas SCC THOR-SLALOM Missile pkg. lot 25th & Ashland, Santa Monica. 10 a.m. 2 runs $2. Open to all.

23-26—Sestriere rally (European).

MARCH

1—Santa Monica FCCA NOVICE'S DELIGHT 4½ hr. nav. 9 a.m. Sepulveda & Ventura Dash plaques. Novice trophy $2. Dick Harris AX 1-9373.

1 Southwest SCC RALLY DE ITALLANO 4½ hr. nav. 8 a.m. Crenshaw-Imperial shopping center. Ed Fleming DA 4-8689.

6-7-8—Harbor SCC REUNION LAS VEGAS III 10 hr. nav. 11 p.m. Mar. 6. Coffee Dan's West Covina, $21 includes rally fee, lodging at Royal Nevada & Victory breakfast for 2. Betty Ross HI 7-9710.

RACE CALENDAR

FEBRUARY

15-22—Daytona Beach (Fla.) Speed Week, NASCAR.

22—Amer. Federation of Motorcycles and 500cc Club of Amer., LA Reg., road races, Willow Springs. Practice 8 a.m. Info: VI 9-1294.

22—RRTA training, 8 a.m. until dark, Riverside Raceway. $15 entry.

27—March 1 — Pan-Am Carrera del Norte, SCCA Pan-American Reg., Ascarate Park, El Paso, Texas.

MARCH

7-8—$15,000 Grand Prix for sports cars, Pomona Fairgrounds. Info: NO 1-3312.

21—12-Hrs. of Sebring, Fla. (Sports Cars).

VW EUROPE TOUR

At least 20 couples and tourists will receive Volkswagen sedans and enjoy 3 weeks' vacation in 5 European countries this May. Complete cost including air trip, hotel, ownership with insurance and registration costs of the "gift Volkswagen" $2275 for one person, $3150 per couple. Departure from LA Int. Airport is May 1. Further info: Erwin Ehlers, Competition Motors, 1219 No. Vine, Hwd., HO 2-6861, ext. 35.

OPEL SALES BOOM

General Motors' subsidiary, the Opel, an economy car made in West Germany, has boomed to 2nd place within the company (incl. cars-trucks). In 1958, Opel increased production by more than 25 percent, to 315,945 units, far ahead of Olds, Buick, Pontiac, Cad, though far in arrears of Chevy's 1,534,575. Opel exported 19,500 cars to US in 1958.

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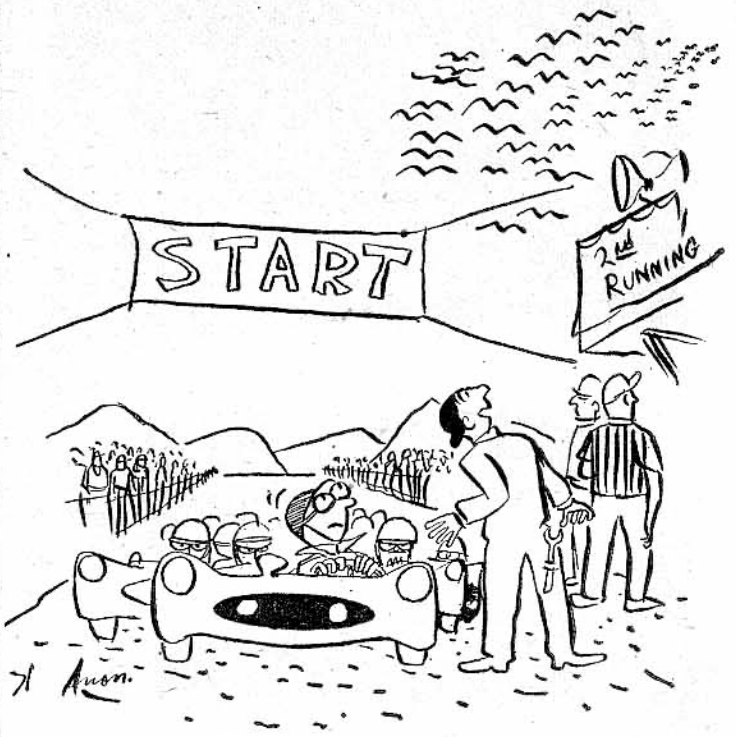

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Jerry Austin's famed D-Jaguar, a green streak of speed, is for sale just as he received it from the factory. The price is $5500. This beautiful car, shown above winning a 6-hour race, with Jerry and Sherwood Johnston sharing the driving, is also suitable for street use. The price includes special tools, 5 wheels, extra new high torque unit, extra torsion bar, extra brake parts, etc.
For More Details, Write to P.O. Box 34648, Los Angeles 34, Calif.
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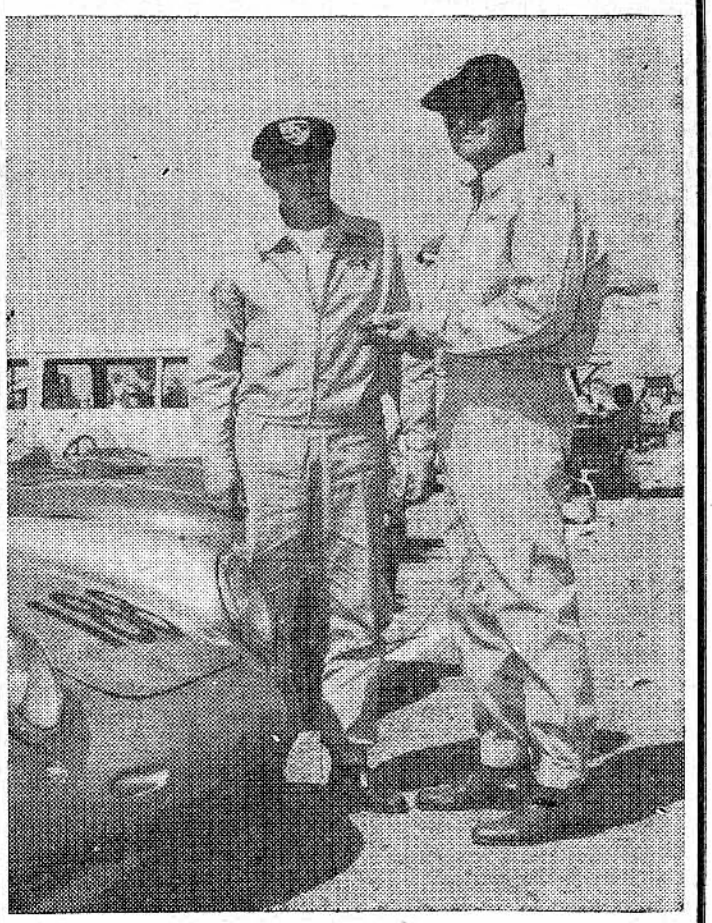

2-Piece Driving Suit, blue $20.00
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PHIL HILL, upper left, receives NY Times award for best race driver of 1958 at Grand Prix restaurant last week. Joe Landaker is presented award as best all-round mechanic by Jim Matthews, right. He was John Edgar's mechanic. Photo of top rally duo on Page 6. Lower photo shows Jack McAfee with 2 MOTORACING prizes earned on basis of this publication's 1958 standings. The tall one is the Rainier Ale trophy for overall high-point driver, while other is the Castrol trophy for high-point driver in under-2000cc modified class. (MOTORACING Photos)

PENSACOLA SITE OF 1ST SCCA NATL.

PENSACOLA, Fla., Feb. 18 — Interest is soaring here for the 1st National SCCA races of 1959 which will be staged here by the Gulf Coast region on April 3, 4, and 5.

The course is 3 miles in length, with the longest straight 1 mile. It is a fast course, but 9 turns of various degree will keep the modified classes from running too far apart for over-all honors.

Over-all trophies will be awarded to the first 5 places as well as the usual class trophies.

Over each pit will be a large sign listing the driver's name, his car make, and car number. This will serve several ways: 1st-better over-all appearance for all pits; 2nd-easier identification for the crowd for car and driver; 3rd and not least important—easier pit identification for the car driver at speed. For outright showmanship each pit will also display the flag of the country of origin of each car.

Faircast system will handle public address and pit information. Jesse Coleman will be official starter. Mr. and Mrs. Joe Lane (Sebring) will head up the crew of scorers and timers. Finally the famed RAC group will handle corner control.

Bus transportation will be on a continuous schedule during the races, to enable spectators to move about from point to point. Transportation will also be available at the municipal airport to meet commercial and private flights to the race. As Corry Field is closed to air traffic, this should meet with approval by the flying enthusiasts.

This race will be the first event for the Fiesta of Five Flags celebration in Pensacola, part of the 400th year celebration (Quadricentennial), the region's (Gulf Coast) 1st National.

April 3, Friday night, will feature Shish-KeBob and Cocktails, a free party for all race people. Saturday night, April 4, will move the whole crowd to Pensacola Beach for steak dinner, cocktails, and the best Dixieland, Papa Celestine's New Orleans Band. $1.50 for the steaks (sirloin "choice") 50 cents for mixed drinks, entertainment free. — JOHN OVITT.

BEAZLEY NAMED V. P. AT GOUGH

John R. D. Beazley, 33, general manager of Gough Industries Automobile Division and often termed "The Boy Wonder of the Auto World," has been elected a vice-president of the corporation, according to S. T. Bell, executive vice-president.

Beazley was named in recognition of the tremendous growth of the firm under his direction, Bell said. Gough, distributors of MG, Morris, Austin and Austin-Healey for So. Calif., Arizona, So. Nevada, Utah and Hawaii, now maintains the position of the largest distributor of British Motor Corp. cars in the U.S.

He remains as general manager of the division, where he has served since 1952. Educated at Oxford, Beazley has spent his entire business career in the automobile industry.

JOHN R.D. BEAZLEY

MAINTENANCE TOPICS

(Continued from Page 8)

what you pay for. A good "minor tune" will take a man usually half a day, if you want it done thoroughly.

Modification type of tuning is another field entirely, and is expensive, but worth it if you desire more power from your car, although you must discern what you want from your car, and act accordingly. But be careful not to overstress the standard components of the car.

For instance, if you have a TD, and want to skat like a TR—buy a TR, you'll save money in the long run. A TD can go as fast, or faster, but not as long as a car that is "made for it." Most manufacturers have a "saftey margin" in the basic design that would absorb some mods to the car, but getting carried away with power mods can create problems that are difficult and expensive to overcome.

THE JOURNALISTIC LIFE

(Bob Considine in the Los Angeles Herald-Express)

The Pope's kid brother, 75 year-old Saverio Roncalli, gave me a bottle of red wine the other day in Italy.

(From the New Yorker)

☆ ☆ ☆

This is the year Detroit pulled out all stops, good and bad, to throw up a levee against the continuation of the auto slump that hit the 1958 crop so hard.

Tom McCahill in True's Automobile Yearbook.

There's no slump in English prose, thank God!

(From the New Yorker)

☆ ☆ ☆

Old age is the only disease you cannot look forward to being cured of.

IN THE NEWS

MURPHY OLDS NAMED

LOS ANGELES — The Cliff Murphy Oldsmobile Co., has been selected by Brand Names Foundation Inc. as the only auto dealer in So. Calif. to compete in the finals for their "Retailer of the Year" award, to be made March 4-6 in N. Y. Each year the Foundation selects the outstanding retailer in the US for each of 26 types of business.

☆ ☆ ☆

ROOTES APPOINTMENT

Arnold S. Timms has been appointed secretary to the manufacuring division of the Rootes Group in England.

☆ ☆ ☆

CARTER AT INDY

INDIANAPOLIS, Feb. 18 — Duane Carter, recently ousted as director of competition for USAC, joins the public relations staff of the Indianapolis Motor Speedway for a 3-months period beginning March 1.

☆ ☆ ☆

LOTUS ELITE DUE

Jay Chamberlin, U.S. distributor of Lotus, announces the Elite Gran Turismo Coupe will make its American debut at Sebring in March. First delivery should follow early in April. There will probably be only 150 Elites available for the American public in 1959. Price is about $4500.

☆ ☆ ☆

T-BIRD SALES SOAR

DEARBORN, — Cumulative sales and current customer back orders of the 4-passenger Thunderbird — introduced a year ago — amount to more than 65,000, which exceeds by 22 per cent the total 3-year production of the former 2-passenger version, Ford Division announces.

☆ ☆ ☆

EAST ECONOMY RUN

FARMINGDALE, L. I.—Miles per gallon instead of "man-killing" miles per hour will be featured when East Coast car enthusiasts gather for Republic Motor Sports Club's 5th Annual Economy Run, April 5. Held in conjunction with Shell Oil, this event will cover approximately 100 miles of Long Island highways. Entrants will be required to complete the course at an average speed of at least 30 mph.

☆ ☆ ☆

SF AUTO SHOW

The 1st annual Rod, Custom and Antique Auto Show of No. Calif. will be held at San Francisco Civic Auditorium April 16-19, it was announced by managing director Bob Barkhimer.

FLOCKHART PARTY

Ruth Levy and Hans Tanner will hold a no-host cocktail party, Feb. 24, 8 p.m., at the Grand Prix Restaurant, in honor of Ecurie Ecosse driver Ron Flockhart.

Flockhart, who will drive a D-Jag at the Pomona GP, March 7-8, co-drove the winning Ecurie Ecosse D-Jags to 2 wins at Le Mans, in 1956 and 1957.

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BOOK REVIEWS

Watch for a series on outstanding automotive, racing and rallying books received by MotoRacing during the past few months. They will appear soon in Motoracing.

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4.9 FERRARI — Driven by Dan Gurney to 2nd at Riverside, Nov. 17, 1957 . . . 1st at Paramount Ranch, Dec. 8, 1957 . . . 1st at Palm Springs, April 13, 1958 . . . 2nd at U. S. Grand Prix at Riverside, Oct. 12, 1958 . . . etc., etc.
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PERSONALS ★ About People in Racing and Rallying

By Geri Fleming

Art Snyder, Jack Breskovich and Dalton Danon recently drove away with top honors in the Corvettes Ltd., Hillclimb at Willows Springs . . . Back from Hawaii, **E. Forbes - Robinson** crowned "Pogo Stick King" at the WSCC banquet . . . **Ivan Anderson** "deep in the heart of Texas" . . . **Maurice Kennedy** is making his home in Virginia . . . Anticipation Dept: **Patty and Andy Porterfield,** and the **John Michelmores** . . . **Dave Bracken** was the recipient of the Women's Sports Car Club's highest award —the Golden Garter . . . **"Dusty" Brandel** taking up psychology and merchandising at Valley Jr. College . . . A possible driving team at Sebring — **Ken Miles AND Jack McAfee** . . . L A SCCA's National championship rally has been postponed until Aug. 7-8-9, **Rallymaster Joe Bechtel** anounced . . . **Sarina Torres,** gifted husband Al with an electric organ recently . . . Belated birthday greetings to **Virginia Beers** — by the way, she has already placed her order with the factory for a 1960 Corvette . . . **Florence Brigandi & Dottie Bogler** received lifetime memberships to the WSCC in honor of their late husbands—both Garter Guys . . . **"Doc" John Bentley** rebuilding a racing sloop—the speedy ship even carries "Doc's" auto racing number (16) and name ("Adelante") . . . **Dick Todd** selected to head SCCA's technical team . . . **Sam Weiss** purchased **Stan Sugarman's** controversial Porsche RSK . . . **John Moon** and family making their home in ALASKA . . . **June and Jim Van Trees** spending weekends at their ranch . . . **W. R. C. Shedenhelm** enjoying the City of the Angels from a helicopter . . . Watch for **Tony Ricardo's** newest mode of transportation through the pits . . Big **Max Gordon** of San Diego has purchased **John Biehl's** microscopic Cooper . . . Novi's 2-car entry for the Indy '500' may have **Bruce Kessler** as one of the pilots . . . Congratulations to **Bob Drake, Mary Davis and Judy Allen,** who opened the Grand Prix Restaurant 2 years ago this month . . . Tardy Tidings: Happy Birthday to **Dusty Mahon;** and to the **Art Gebharts and Howard Campbells** — many more happy anniversaries . . . **Johnny Knowland** persuading Corvette owners to join the Corvette Club of Pasadena . . . **Bill Dredge** covered the Pomona road races for the LA Times in the AUTOMOTIVE section . . . **Lindley Bothwell** on his way to New York Feb. 26 . . . **Henry Banks,** new race director for USAC, was honored at a luncheon at the Statler Hotel . . . **Richard (Have Gun Will Travel" Boone's** $10,000 sports car was saved when fire ravaged his Pacific Palisades home Feb. 14 . . . CBS Radio will cover Sebring, March 21, but it is up to your local CBS station whether or not you will hear it . . .

. . . NY Times '58 sports car awards, made last week in Gotham, include: **Bob Holbert, Warington,** Pa., top small car driver (Porsche), **Alfred Momo,** Jackson Heights, NY, best team captain (Lister-Jag). Turn to Pages 6 & 10 for photos of Times awards made in LA . . . Road racing followers are happy to learn that **Senator Neuberger** (D-Ore.) has recovered sufficiently from an operation to return to his post in Washington. He is the one who has considered legislation to put the clout on racing One of sports cars' biggest boosters, **John Ovitt,** Pensacola, Fla., of the Gulf Coast region of SCCA, reports Jarrard Motors again fields the Triumph team at Sebring, and that a **Miss "Smokey" Drolet** will attempt to run a TR3 for the full 12-hour distance. John says, "Keep an eye on her — she's good!" **Bob Oker** almost went the full 12 hours at Sebring in a TR in '57 . . .

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